ZB# 97-7

John Pizzo

4-1-11.1

Prelim.

January 27, 1997.
(1) Deed here +
(2) Title report here +
notices to Sentinel 2/6/97.

Public Hearing:
Letters out 2/11/97.

Feb. 24, 1997.
Area & Sign
Variances
approved.

#97-7- Pizzo, John

27% Dev. Cov.
(area)

4-1-11.1

TOWN OF NEW WINDSOR
555 Union Avenue
New Windsor, NY 12553

General Receipt

16113

Feb. 5 19 97

Received from John Rizzo $ 150.00

One Hundred fifty 00/100 DOLLARS

For ZBA 97-7

DISTRIBUTION:

FUND	CODE	AMOUNT
Ck # 1327		150.00

By Dorothy H. Hansen

Town Clerk
TITLE

WILLIAMSON LAW BOOK CO., VICTOR, NY 14564

DISTRIBUTION:

FUND	CODE	AMOUNT
Ck # 1327		150.00

By Dorothy N. Hansen

Town Clerk
TITLE

WILLIAMSON LAW BOOK CO., VICTOR, NY 14564

Virginia
FAX #
John P. 220

APPLICATION FEE (DUE AT TIME OF FILING OF APPLICATION)

APPLICANT: Pizza, John. FILE # 97-7

RESIDENTIAL: $ 50.00 COMMERCIAL: $150.00
INTERPRETATION: $150.00

AREA [X] USE [ ]

APPLICATION FOR VARIANCE FEE . . . . . $ 150.00 paid 2/6/97 Ck # 1327

* * * * *

ESCROW DEPOSIT FOR CONSULTANT FEES . . . . . $ 500.00. Paid Ck #1326.

DISBURSEMENTS -

STENOGRAPHER CHARGES: $4.50 PER PAGE

PRELIMINARY MEETING - PER PAGE . 1/27/97 - 3 pages $ 13.50
2ND PRELIM. MEETING - PER PAGE . 2/24/97 - 10 " $ 45.00.
3RD PRELIM. MEETING - PER PAGE . . . . . $ _____
PUBLIC HEARING - PER PAGE . . . . . $ _____
PUBLIC HEARING (CONT'D) PER PAGE . . . . . $ _____
TOTAL . . . . . $ 58.50

ATTORNEY'S FEES: $35.00 PER MEETING

PRELIM. MEETING: . . 1/27/97. . . . . $ 35.00
2ND PRELIM. . . . . 2/24/97 . . . . . $ 35.00.
3RD PRELIM. . . . . $ _____
PUBLIC HEARING . . . . . $ _____
PUBLIC HEARING . . . . . $ _____

TOTAL . . . . . $ 70.00

MISC. CHARGES:

_____ . . . . . $ _____
TOTAL . . . . . $ 128.50

LESS ESCROW DEPOSIT . . . $ 500.00
(ADDL. CHARGES DUE) . . . $ _____
REFUND DUE TO APPLICANT . $ 371.50.

(ZBA DISK#7-012192.FEE)

Date 3/5, 19 92

TOWN OF NEW WINDSOR

TOWN HALL, 555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

TO John Pizzo DR.
53 Route 17K
Newburgh, N.Y. 12550

Charge: ZBA

DATE			CL	ED
3/5/97		Refund of Escrow Acct. # 97-7.	$371.	
		Approved: Patricia A. Barnhart ZBA.		

PUBLIC HEARING . . . . . $_____
PUBLIC HEARING . . . . . $_____
TOTAL . . . . . $ 70.00

MISC. CHARGES:

. . . . . $_____
TOTAL . . . . . $ 128.50

LESS ESCROW DEPOSIT . . . $ 500.00
(ADDL. CHARGES DUE) . . . $_____
REFUND DUE TO APPLICANT . $ 371.50.

(ZBA DISK#7-012192.FEE)

NEW WINDSOR ZONING BOARD OF APPEALS 4-1-11.1

----------x

In the Matter of the Application of

JOHN PIZZO

MEMORANDUM OF DECISION GRANTING AREA VARIANCES

#97-7.

----------x

WHEREAS, JOHN PIZZO, 53 Route 17K, Newburgh, N. Y. 12550, has made application before the Zoning Board of Appeals for a 27% developmental coverage and 10 ft. variance for a facade sign to construct a professional office on the north side of Route 207 in a PO zone; and

WHEREAS, a public hearing was held on the 24th day of February, 1997 before the Zoning Board of Appeals at the Town Hall, New Windsor, New York; and

WHEREAS, the Applicant appeared before the Board for himself together with Paul V. Cuomo, P. E.; and

WHEREAS, there were two spectators appearing at the public hearing; and

WHEREAS, no one spoke in favor of or in opposition to the Application; and

WHEREAS, a decision was made by the Zoning Board of Appeals on the date of the public hearing granting the application; and

WHEREAS, the Zoning Board of Appeals of the Town of New Windsor sets forth the following findings in this matter here memorialized in furtherance of its previously made decision in this matter:

1. The notice of public hearing was duly sent to residents and businesses as prescribed by law and in The Sentinel, also as required by law.

2. The evidence presented by the Applicant showed that:

(a) The property which is the subject of this Application is a commercial property located in a neighborhood of commercial properties.

(b) The property is located on a peculiarly-shaped lot being, in essence, an island completely surrounded by busy state public highways. The property was previously rezoned by the Town Board to Professional Office and limits were placed by agreement with the applicant upon construction on the property.

(c) The Applicant does not own any adjacent lands and due to the configuration of the land it is impossible to expand the size of the parcel.

(d) The Applicant proposes construction in such a way that it will not interfere with the site lines of the traffic and if the proposed variances are granted the construction will still be subject to site plan review by the Planning Board.

(e) Prior to this application the Applicant made an agreement with the Town of New Windsor that developmental coverage would not exceed 63% of the total parcel area. The current request is for a 57% developmental coverage which, while it is in excess of the requirements of the Town Code, is not in excess of the agreed maximum coverage.

(f) The Applicant submitted a report by James Rapoli, Consulting, Traffic and Transportation Engineering and Planning which written opinion was that the proposed project will not adversely impact the adjacent roadways which will essentially remain the same.

(g) A letter of consent to the Application but one urging the care and consideration on the part of the Zoning Board of Appeals was read into the record.

(h) The proposed sign for the side of the building will have steady interior illumination, not neon, not flashing.

(I) The sign is proposed to be placed on the west side of the building since that is the side most seen by passing traffic.

(j) The proposed property is to be constructed with two exits and only one entrance because of the traffic study that was done in connection with this Application.

(j) The Fire Inspector of the Town of New Windsor approved this proposed construction in October 1996.

WHEREAS, the Zoning Board of Appeals of the Town of New Windsor makes the following conclusions of law here memorialized in furtherance of its previously made decision in this matter:

1. The requested variance will not produce an undesirable change in the character of the neighborhood or create a detriment to nearby properties.

2. There is no other feasible method available to the Applicant which can produce the benefits sought.

3. The variance requested is substantial in relation to the Town regulations but nevertheless is warranted due to the peculiar nature of the property and it is anticipated that the proposed structure will enhance rather than detract from the value of the property.

4. The requested variance will not have an adverse effect or impact on the physical or environmental conditions in the neighborhood or zoning district.

5. The difficulty the Applicant faces in conforming to the bulk regulations is self-created but nevertheless should be allowed for the reason that variances will be needed to use the property in any fashion allowed by the Laws of the Town of New Windsor and the proposed use of the property is consistent with the neighborhood and will promote the interests of the Town of New Windsor by having further commercial development in this Town.

6. The benefit to the Applicant, if the requested variances are granted, outweigh the detriment to the health, safety and welfare of the neighborhood or community.

7. The requested variances are appropriate and are the minimum variances necessary and adequate to allow the Applicant relief from the requirements of the Zoning Local Law and at the same time preserve and protect the character of the neighborhood and the health, safety and welfare of the community.

8. The interests of justice will be served by allowing the granting of the requested area variances.

NOW, THEREFORE, BE IT

RESOLVED, that the Zoning Board of Appeals of the Town of New Windsor GRANT a request for 27% developmental coverage and 10 ft. variance for facade sign in order to construct a professional office on the north side of Route 207 in a PO zone as sought by the Applicant in accordance with plans filed with the Building Inspector and presented at the public hearing.

BE IT FURTHER

RESOLVED, that the Secretary of the Zoning Board of Appeals of the Town of New Windsor transmit a copy of this decision to the Town Clerk, Town Planning Board and Applicant.

Dated: April 14, 1997.

Chairman

Date 3/4/97, 19

TOWN OF NEW WINDSOR

TOWN HALL, 555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

TO Frances Roth 147 Sycamore Dr DR.
New Windsor, NY 12553

DATE			CLAIMED		ALLOWED	
2/24/97		Zoning Board Mtg	75	00		
		Misc - ~~3~~ 4				
		Pellegrino - 3				
		LaMastere - 6				
		Mans - 17				
		Pizzo - 10 $45.00				
		Nucifore - 3 43	193	50		
			268	50		

PUBLIC HEARINGS:

PIZZO, JOHN

Mr. John Pizzo and Paul V. Cuomo, P.E. appeared before the board for this proposal.

MR. NUGENT: Request for 27 percent developmental coverage and 10 ft. variance for facade sign in order to construct a professional office on N/S Route 207 in a PO zone.

MR. TORLEY: Is there anyone in the audience who desires to speak on this matter?

MR. KRIEGER: Let the record reflect there is no one.

MR. KANE: Would you like to say something? They would like to reserve the right to say something.

MR. KRIEGER: So that would be two members in the audience.

MR. PIZZO: For the record, my business address is 53 Route 17K in the Town of Newburgh. I'm here this evening for purposes to request an area development for 27 percent, totaling 57 percent total development coverage. The existing zoning which is professional offices allows 30 percent. This parcel of land is located as you know on New York State Routes 300 and 207 intersection. Other zones that lie within 500 feet of the property are PI and OLI. This property was purchased by myself in November of 1986. This project has been a subject for variances previously. The legal standard for area variance as I understand is unnecessary hardship. In retrospect, it has to be concluded that the hardship created was self-created by myself, the applicant, by purchasing the property, in terms of the hardship. Burden of pain, county school taxes for the past ten years, numerous fees with the township, engineering fees, consulting fees, traffic studies and mainly the burden and the hardship of not being able to use the property for its apparent purpose. Another point of fact that I do not own any neighboring lands nor do I have the option to offer any

MR. PIZZO: Paul? Well, Paul Cuomo, my engineer is here with me to answer the engineering questions and this is a seeded area, it's obviously for aesthetic purposes.

MR. CUOMO: What was the question?

MR. REIS: I'm just curious why you had to come in here with this to create more seeded area.

MR. CUOMO: The reason we came in here was our backout, the building veered towards to this side see and we didn't have enough room to have sufficient backout so we made that a planter out of it, see over here you have more room to back out but over here, it starts to get smaller.

MR. REIS: Why isn't it a parallel line to the building, why isn't it here?

MR. CUOMO: Because you don't have enough room, you could do that, you could make it bigger but then you have a problem with your traffic except you want to keep the people in the same lane, people start to weave around and they might cause an accident.

MR. REIS: Very good, makes sense, thank you.

MR. NUGENT: The other thing if he squared that up they would increase the developmental coverage and they were, if I understand not to exceed 60 percent, correct? Didn't I read that somewhere?

MR. PIZZO: So in your possession, you have the report by Mark Edsall from the engineering firm McGoey, Hauser and Edsall. Along with that as another point of interest, I'd like to mention an agreement that was made with the Town of New Windsor upon our rezoning.

MR. CUOMO: Let me hand them out.

MR. PIZZO: In your possession is an agreement that we had made with the Town of New Windsor that has been notarized and registered with the Town of New Windsor and this agreement is that I wouldn't be able to

the project and with the realism that we're really decreasing the project by 50%, he feels that there will not be any negative impact on levels of traffic to adversely impact the project. And we received a copy of the fax I believe Mr. Nugent received a copy from one of our neighbors, Duggan and Crotty and Dunn and their position is that basically they don't have a problem with the development of the triangular parcel but they urge you to hold me to the highest standards in considering me for the variance.

MS. BARNHART: You each have a copy of that letter.

MR. NUGENT: I will give the copy to Fran to put it in the record, that letter, rather than me go ahead and read it.

"Dear Mr. Nugent and Board Members: My partners and I jointly own the law office building across from the Pizzo property. We have received the notice of the above-referenced hearing scheduled for February 24, 1997. I shall be on vacation during the week of February 24, 1997, so I submit this letter in lieu of a personal appearance. We do not have a problem with reasonable development of the triangle parcel on which the applicant seeks a variance. However, we have invested a lot of money and effort over the years in maintaining our building to enhance the neighborhood, and make it a building of which New Windsor can be proud. The applicant's parcel is a very key parcel in New Windsor. The corridor between Vails Gate and Stewart Airport on which the parcel lies is highly visible and very busy. Therefore, we urge you to hold the applicant to the highest standard when considering his request for a variance. If a variance is granted, we request that it be the minimum and that it be compensated for with plantings and a suitable building that is compatable with the area. Thank you very much for your consideration. Very truly yours, Duggan, Crotty & Dunn, by Philip A. Crotty."

MR. PIZZO: So in summation, and with respectful consideration to the evaluation by the town engineer, and the planning board, considerations to the town board agreement expelling the coverage and certain

guidelines in which they would allow development to materialize there, in considering the traffic update and perhaps also the lack of objection letter from the legal office next to this project, would give you adequate information to perhaps offer relief and allow the 27 percent variance to take place, I'd be glad to answer any questions.

MR. KANE: Could you address the request for the sign variance exactly what kind of sign you're going to put up?

MR. PIZZO: Paul is here to discuss the sign variance.

MR. CUOMO: The sign variance we had a proposed sign, a freestanding sign which we, which Mike looked at and he didn't, there was going to be no variance for that because that is legal, in other words, that is within that and that would be probably in this portion of the property. But the other sign that we had proposed would be on the side here and this would be a sign, needs a variance and now here's a picture of the sign proposed sign it would be along the side of the building.

MR. KANE: Illuminated Paul?

MR. PIZZO: Yes.

MR. TORLEY: But for the record not neon, not flashing, steady illumination?

MR. PIZZO: Right, it will be built in.

MR. PIZZO: We can't have flashing lights.

MR. TORLEY: Just for the record, I knew it wasn't, intended just for the record.

MR. CUOMO: No, we don't intend that.

MR. KANE: And on which side of the building are you putting this?

MR. CUOMO: We're putting it on this side here, can you

see from there I will show you on your map, wait a minute.

MR. REIS: Facade signs is on the north side of the building?

MR. CUOMO: Right there.

MR. REIS: West side.

MR. CUOMO: Mr. Pizzo picked that because it's seen by most traffic.

MR. KANE: Okay.

MR. NUGENT: These entrances and exits are the only ones that you are going to have on this property, these two way in the back here?

MR. CUOMO: Yes, there will be only two exits.

MR. REIS: You have one entrance, why was it set up that you don't have two ingress and two egress?

MR. CUOMO: That was because of the traffic study.

MR. NUGENT: That is a one-way street.

MR. CUOMO: This is one way.

MR. REIS: I'm just saying why wouldn't traffic coming west, why couldn't they dump into the building.

MR. CUOMO: That was a consideration but the traffic study we followed the recommendations of our traffic engineer on this.

MR. REIS: That was actually specified.

MR. CUOMO: Yeah, he got into that.

MR. REIS: Get into the building, traffic coming west you're going to have to come all the way around and across traffic.

MR. CUOMO: Well, no, they can go this way and in--

MR. NUGETN: Going west they are fine, going east they have got a problem.

MR. CUOMO: They have to make the right decision if they don't then they are going to have problems, right?

MR. TORLEY: Mike, he's allowed by right small size entrance and exit kind of thing.

MR. BABCOCK: Yes, as far as signs.

MR. TORLEY: Yeah, if he had a small sign that said entrance directional signs.

MR. BABCOCK: Yes.

MR. TORLEY: And are you intending to put such signs up there?

MR. CUOMO: Oh, yes, yeah, we definitely were doing that.

MR. NUGENT: Any further questions by the board? I'd like to open it up to the public now, if you feel you would like to say something?

MR. MICHAEL SMITH: It's 4,200 right?

MR. NUGENT: Right, two floors, 2,100.

MR. REIS: 2,110.

MR. NUGENT: Is that all the questions you have?

MR. TORLEY: Would you care to voice an opinion on the matter.

MR. JOSEPH SMITH: We don't know anything about it so.

MS. BARNHART: For the record, I have an affidavit of service by mail here stating that on February 11, 1997, I sent out 13 addressed envelopes containing the notice of public hearing to adjacent property owners within

100 feet.

MR. REIS: Any negative responses?

MS. BARNHART: I didn't get any responses, only from the one from Duggan and Crotty and Dunn, that is it.

MR. NUGENT: No further questions from the audience, I will open it back up to the board for any further questions or comments.

MR. TORLEY: Couple housekeeping things, the appropriate state road authority and fire inspector passed on this plan?

MR. CUOMO: Yes, the state did.

MR. TORLEY: Our fire inspectors?

MR. KRIEGER: That is normally the requirement of the planning board for site plan and bear in mind that as well as the applicant should bear in mind that even if variances are granted, if this plan changes because of that for any other reason--

MR. TORLEY: My question is based on our requirement to take into account public health and safety so I don't want to pass on the variance if the fire inspector says he doesn't like it. No evidence of disapproval.

MR. BABCOCK: Fire inspector approved the last time he, the last one I have here is October of '96.

MR. TORLEY: Thank you.

MR. REIS: Accept a motion?

MR. NUGENT: Yes, I will.

MR. REIS: I'd like to make a motion that we accept, grant Mr. John Pizzo his requested variances for the property on 207.

MR. KANE: Second the motion.

ROLL CALL

MS. OWEN	AYE
MR. TORLEY	AYE
MR. REIS	AYE
MR. KANE	AYE
MR. NUGENT	AYE

50-584/219
2615004871

No. 1326

JOHN PIZZO

Date 2/5/97

Pay to the Order of Town of New Windsor $ 500 00/100

Five Hundred Dollars 00/100 Dollars

First Hudson Valley Bank
First National Bank of the Hudson Valley
AMES PLAZA, ROUTE 17K, NEWBURGH, NY 12550

Memo Escrow Dep #97-7

:021905841: 2615004871" 1326

50-584/219
2615004871

No. 1327

JOHN PIZZO

Date 2/5/97

Pay to the Order of Town of New Windsor $ 150 00/100

One Hundred Fifty Dollars 00/100 Dollars

First Hudson Valley Bank
First National Bank of the Hudson Valley
AMES PLAZA, ROUTE 17K, NEWBURGH, NY 12550

Memo Fees #97-7

:021905841: 2615004871" 1327

OFFICE OF THE BUILDING INSPECTOR - TOWN OF NEW WINDSOR
ORANGE COUNTY, NY

NOTICE OF DISAPPROVAL OF BUILDING PERMIT APPLICATION

DATE: FEBRUARY 6, 1997

Amended 2/6/97.

APPLICANT: JOHN PIZZO
53 ROUTE 17K
NEWBURGH, N.Y. 12550

PLEASE TAKE NOTICE THAT YOUR APPLICATION DATE:

FOR (BUILDING PERMIT):

LOCATED AT: INTERSECTION OF ROUTE 207 AND ROUTE 300

ZONE P.O.

DESCRIPTION OF EXISTING SITE: SEC: 4, BLOCK: 1, LOT: 11.1
VACANT LAND

IS DISAPPROVED ON THE FOLLOWING GROUNDS:

1. PROPOSED WALL SIGN WILL EXCEED MAXIMUM 10FT. LENGTH BY 10FT.

BUILDING INSPECTOR

****

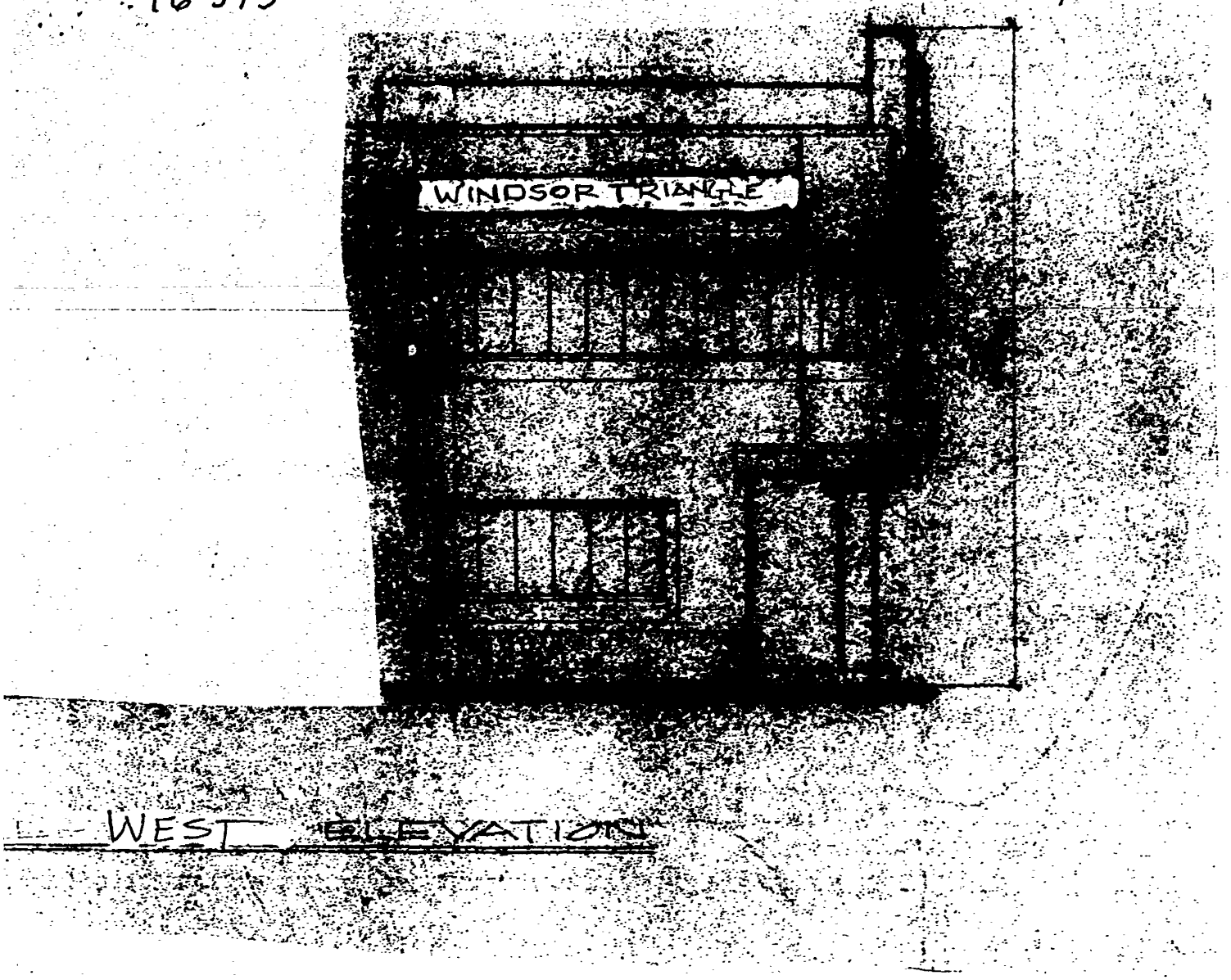
PERMITTED		PROPOSED OR AVAILABLE	VARIANCE REQUEST
ZONE P.O.	USE 48-18-B-1		
WALL SIGNS	2.5FT. X 10FT.	2FT. X 20FT.	10FT.

APPLICANT IS TO PLEASE CONTACT THE ZONING BOARD SECRETARY AT 914-563-4630 TO MAKE AN APPOINTMENT WITH THE ZONING BOARD OF APPEALS.

CC: Z.B.A., APPLICANT, B.P. FILE

96 373

JAN 31 1997



WEST ELEVATION

PIZZO

SITE PLAN

40 S.F.

FACADE SIGN

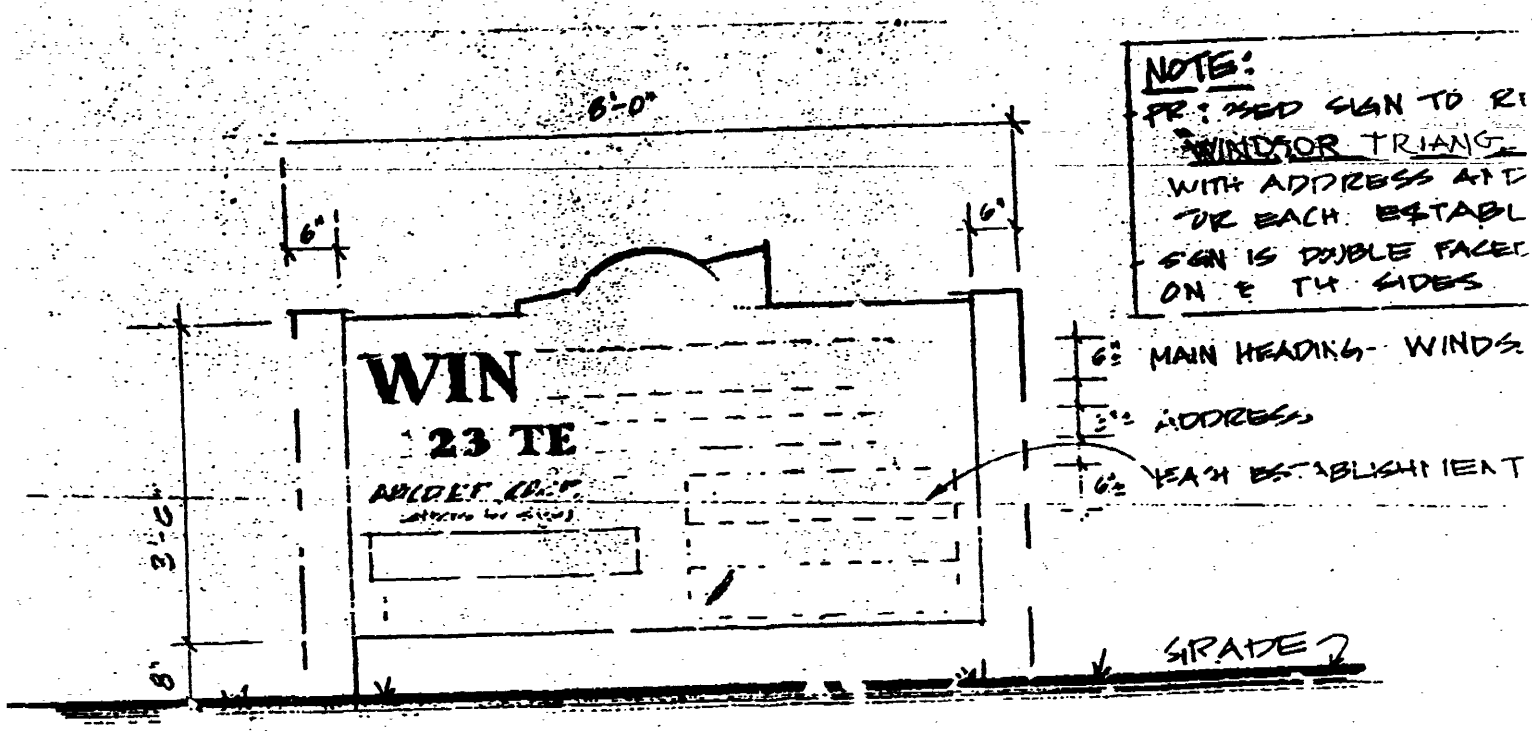
2 x 20 Proposed 40 sq ft

25 h x 10 w Allowed 255q ft

48-18-B-1

JAN 31, 1997

96 323



PROPOSED SIGN

SCALE: 1/2" = 1'-0"

PIZZO
SITE PLAN

28 SF

STANDING SIGN

64 sq ft max TOTAL
15' TALL

56 sq ft
4'-2' TALL

PLEASE ALLOW FIVE TO TEN DAYS TO PROCESS

IMPORTANT

YOU MUST CALL FOR ALL REQUIRED INSPECTIONS OF CONSTRUCTION

Other inspections will be made in most cases but those listed below must be made or Certificate of Occupancy may be withheld. Do not mistake an unscheduled inspection for one of those listed below. Unless an inspection report is left on the job indicating approval of one of these inspections it has not been approved and it is improper to continue beyond that point in the work. Any disapproved work must be reinspected after correction.

1. When excavating is complete and footing forms are in place (before pouring.)
2. Foundation inspection. Check here for waterproofing and footing drains.
3. Inspect gravel base under concrete floors and underslab plumbing.
4. When framing is completed and before it is covered from inside and plumbing rough-in.
5. Insulation.
6. Plumbing final and final. Have on hand electrical inspection data and final certified plot plan. Building is to be completed at this time. Well water test required and engineer's certification letter for septic system required.
7. Driveway inspection must meet approval of Town Highway Superintendent. A driveway bond may be required.
8. $50.00 charge for any site that calls for the inspection twice.
9. Permit number must be called in with each inspection.
10. There will be no inspections unless yellow permit card is posted.
11. Sewer permits must be obtained along with building permits for new houses.
12. Septic permit must be submitted with engineer's drawing and perc test.
13. Road opening permits must be obtained from Town Clerk's office.
14. All building permits will need a Certificate of Occupancy or a Certificate of Compliance and there is no fee for this.

PLEASE PRINT CLEARLY

FILL OUT ALL INFORMATION WHICH APPLIES TO YOU

Owner of Premises JOHN PIZZO

Address ROUTE 17K NEWBURGH NY Phone 561-2919

Mailing Address SAME

Name of ~~Architect~~ ENG PAUL CUOMO, P.E.

Address STEWART INT. AIRPORT Phone 567-0063

Name of Contractor _____

Address _____ Phone _____

State whether applicant is owner, lessee, agent, architect, engineer or builder ENGINEER

If applicant is a corporation, signature of duly authorized officer.

_____

(Name of Officer)

FOR OFFICE USE ONLY

Building Permit # _____

1. On what street is property located? On the N (N,S,E or W) side of NYS 207 OF NYS 300
and AT ~~feet from~~ the intersection of NYS 300 AND NYS 207

2. Zone or use district in which premises are situated PO Is property a flood zone? Y_____ N_____

3. Tax Map Description: Section 4 Block 1 Lot 11.1

4. State existing use and occupancy of premises and intended use and occupancy of proposed construction.
a. Existing use and occupancy NA b. Intended use and occupancy PROF. OFFICE

5. Nature of work (check if applicable) New Bldg X Addition ☐ Alteration ☐ Repair ☐ Removal ☐ Demolition ☐ Other ☐

6. Is this a corner lot? YES

7. Dimensions of entire new construction. Front 20 Rear 103 Depth 26 Height 34 No. of stories 2

8. If dwelling, number of dwelling units: NA Number of dwelling units on each floor NA
Number of bedrooms _____ Baths _____ Toilets _____
Heating Plant: Gas _____ Oil _____ Electric/Hot Air _____ Hot Water _____
If Garage, number of cars _____

9. If business, commercial or mixed occupancy, specify nature and extent of each type of use _____
PROF OFFICE

10. Estimated cost 2 SIGNS 50 100 TOTAL 150 Fee _____
(To be Paid on this Application)

11. School District _____

Costs for the work described in the Application for Building Permit include the cost of all the construction and other work done in connection therewith, exclusive of the cost of the land. If final cost shall exceed estimated cost, an additional fee may be required before the issuance of Certificate of Occupancy.

___/___/19___

APPLICATION FOR BUILDING PERMIT
TOWN OF NEW WINDSOR, ORANGE COUNTY, NEW YORK
Pursuant to New York State Building Code and Town Ordinances

Building Inspector: Michael L. Babcock
Asst. Inspectors: Frank Lisi, Ernst Schmidt
New Windsor Town Hall
555 Union Avenue
New Windsor, New York 12553
(914) ~~564-4618~~ 563-4618
(914) 563-4693 FAX

Bldg Insp Examined _____
Fire Insp Examined _____
Approved _____
Disapproved _____
Permit No. _____

REFER TO:
Planning Board ☐ Highway Dept ☐ Sewer ☐ Water ☐ Zoning Board of Appeals ☐

INSTRUCTIONS

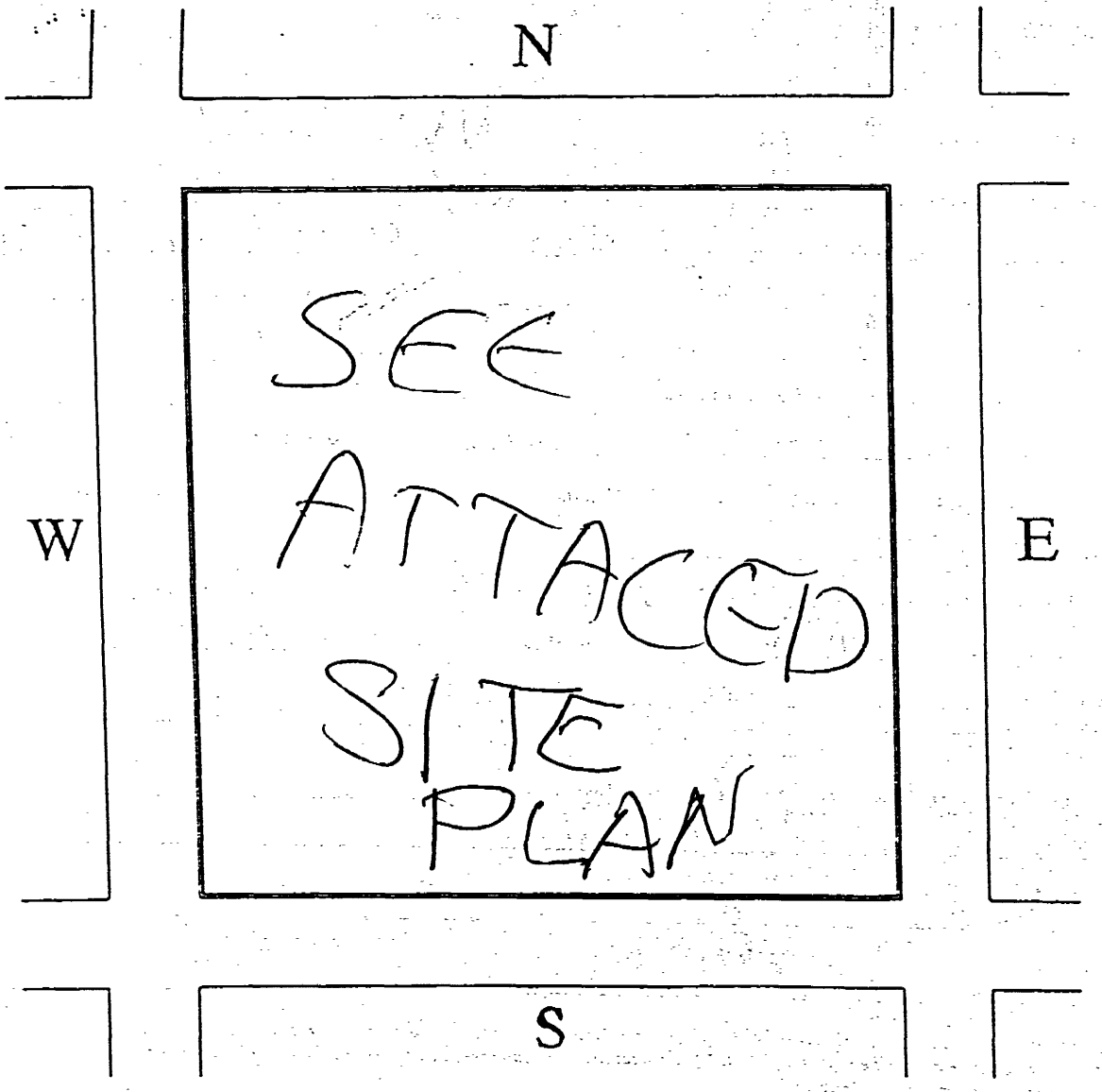
A. This application must be completely filled in by typewriter or in ink and submitted in duplicate to the Building Inspector.
B. Plot plan showing location of lot and buildings on premises, relationship to adjoining premises or public streets or areas, and giving a detailed description of layout of property must be drawn on the diagram which is part of this application.
C. This application must be accompanied by two complete sets of plans showing proposed construction and two complete sets of specifications. Plans and specifications shall describe the nature of the work to be performed, the materials and equipment to be used and installed and details of structural, mechanical and plumbing installations.
D. The work covered by this application may not be commenced before the issuance of a Building Permit.
E. Upon approval of this application, the Building Inspector will issue a Building Permit to the applicant together with approved set of plans and specifications. Such permit and approved plans and specifications shall be kept on the premises, available for inspection throughout the progress of the work.
F. No building shall be occupied or used in whole or in part for any purpose whatever until a Certificate of Occupancy shall have been granted by the Building Inspector.

APPLICATION IS HEREBY MADE to the Building Inspector for the issuance of a Building Permit pursuant to the New York Building Construction Code Ordinances of the Town of New Windsor for the construction of buildings, additions, or alterations, or for removal or demolition or use of property as herein described. The applicant agrees to comply with all applicable laws, ordinances, regulations and certifies that he is the owner or agent of all that certain lot, piece or parcel of land and/or building described in this application and if not the owner, that he has been duly and properly authorized to make this application and to assume responsibility for the owner in connection with this application.

_____
(Signature of Applicant) (Address of Applicant)

PLOT PLAN

NOTE: Locate all buildings and indicate all set back dimensions. Applicant must indicate the building line or lines clearly and distinctly on the drawing.


N
W
E
S
SEE
ATTACCED
SITE
PLAN

Rec'd. ZBA / TA office 2/19/97 cc: ZBA (PAB)

DUGGAN, CROTTY & DUNN, P.C.

Attorneys at Law

Stephen P. Duggan, III
Philip A. Crotty
Bruce C. Dunn, Sr.

Carolyn L. Martini, of Counsel

Elizabeth M. Backer, Paralegal
Lynn O. Politi, Paralegal

563 Temple Hill Road
New Windsor, New York 12553

Telephone: (914) 562-6500
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February 13. 1997

Mr. James Nugent
Chairman, Zoning Board of Appeals
Town of New Windsor
555 Union Avenue
New Windsor, NY 12553

Re: APPEAL #7
REQUEST OF JOHN PIZZO

Dear Mr. Nugent and Board Members:

My partners and I jointly own the law office building across from the Pizzo property. We have received the notice of the above-referenced hearing scheduled for February 24, 1997.

I shall be on vacation during the week of February 24, 1997, so I submit this letter in lieu of a personal appearance.

We do not have a problem with reasonable development of the triangle parcel on which the applicant seeks a variance. However we have invested a lot of money and effort over the years in maintaining our building to enhance the neighborhood, and make it a building of which New Windsor can be proud.

The applicant's parcel is a very key parcel in New Windsor. The corridor between Vails Gate and Stewart Airport on which the parcel lies is highly visible and very busy.

Therefore we urge you to hold the applicant to the highest standard when considering his request for a variance. If a variance is granted, we request that it be the minimum, and that it be compensated for with plantings and a suitable building that is compatable with the area.

Thank you very much for your consideration.

Very truly yours,

Duggan, Crotty & Dunn, P.C.
BY: Philip A. Crotty

Prelim. Jan. 27, 1997

OFFICE OF THE PLANNING BOARD - TOWN OF NEW WINDSOR
ORANGE COUNTY, NY

#97-7

NOTICE OF DISAPPROVAL OF SITE PLAN OR SUBDIVISION APPLICATION

Page 1 - 2 Variances req'd Dev. Cov.

PLANNING BOARD FILE NUMBER: 93-4 DATE: 14 JAN 97

(NEW REFERRAL)

(REPLACES PREVIOUS REFERRAL DATED 3-3-93)

APPLICANT: JOHN PIZZO
53 RT 17K
NEWBURGH N.Y.

PLEASE TAKE NOTICE THAT YOUR APPLICATION DATED 2-4-93

FOR (~~SUBDIVISION~~ - SITE PLAN) (PLAN DATED 3 DEC 96 RECEIVED 11 DEC 96)

LOCATED AT NYS RT 300 (North side)

ZONE

DESCRIPTION OF EXISTING SITE: SEC: 4 BLOCK: 1 LOT: 11.1

IS DISAPPROVED ON THE FOLLOWING GROUNDS:

VARIANCE REQ'D FOR DEVELOPMENT COVERAGE

MARK J. EDSALL P.E. FOR
MICHAEL BABCOCK,
BUILDING INSPECTOR

REQUIREMENTS		PROPOSED OR AVAILABLE	VARIANCE REQUEST
ZONE P.O. USE			
MIN. LOT AREA	15 000 SF	34 675.5 SF	—
MIN. LOT WIDTH	100 FT	7200 FT	—
REQ'D FRONT YD	35 FT	39 FT	—
REQ'D SIDE YD.	15 FT	N/A	—
REQ'D TOTAL SIDE YD.	30 FT	N/A	—
REQ'D REAR YD.	40 FT	N/A	—
REQ'D FRONTAGE	60 FT	1141.56 FT	—
MAX. BLDG. HT.	35 FT	34 FT	—
FLOOR AREA RATIO	N/A	—	—
MIN. LIVABLE AREA	N/A	—	—
DEV. COVERAGE	30 %	57 %	27 %
O/S PARKING SPACES	20	20	—

APPLICANT IS TO PLEASE CONTACT THE ZONING BOARD SECRETARY AT: (914-563-4630) TO MAKE AN APPOINTMENT WITH THE ZONING BOARD OF APPEALS.

CC: [redacted], APPLICANT, P.B. ENGINEER, P.B. FILE

POSSIBLE ZBA REFERRALS:

PIZZO, JOHN SITE PLAN (93-4) LITTLE BRITAIN ROAD & TEMPLE HILL ROAD

Mr. Paul Cuomo and Mr. John Pizzo appeared before the board for this proposal.

MR. PETRO: Let the record show that Mr. Pizzo is here also as the owner.

MR. PIZZO: Previously, we had presented a site plan to this board with a considerably larger building as a result of several meetings that we have had with Mark, we had to make a lot of changes, primarily in enlarging the parking spaces, bigger swing turnouts and so on and so forth. And also we have to, according to an agreement that we had made with the town, we're supposed to give a considerable easement to the town for the statue and flag pole and whatever. As a result of all of that, we have to considerably reduce the building. I'm not particularly pleased, like a 10 or 12,000 square foot building, it appears that we're winding up with something that isn't really much bigger than a house, something that is 2,100 square feet on each floor with two floors totaling 4,200 square feet. So that is the relatively significant change from the original plan. I'm hopeful that with the change that we made that we're going to satisfy the town engineer and the necessary criteria. The main reason why we're here tonight is that we have got to go to the Zoning Board to get a variance. We need an area variance, we need the area variance according to our new plan of two percent so we'd appreciate it if you saw fit to refer us to the Zoning Board of Appeals and we of course realize that we're going to be back here for your scrutiny to make certain that all the I's are dotted and all the T's are crossed so we can get forward with this project. That is why we're here. Do you have any questions?

MR. PETRO: The total lot coverage I see according to Mark's comments is 57 percent?

MR. PIZZO: We have done the calculation on that and is

that correct, it's 2,100 square feet now.

MR. CUOMO: Right, I calculated out as Mark asked me to and I also put the dimensions in that he wanted, well, I came out 22 feet here and then the lane is, our lane is 18 feet 18.9 feet you can see that right here 18.9 feet right over here and Mark wanted, Mark said hey, if you are going to have 60 degrees you should have 22 foot parking space and that is what we have got, we have got a 22, it comes out a little more than 22 and there's the 60 degree mark so we're I think we're, my opinion we're in pretty good shape.

MR. PIZZO: Shows with parking and a turnaround.

MR. CUOMO: That is a good point that Mr. Pizzo just made.

MR. PETRO: Now I see in the minutes an agreement was made with Mr. Pizzo with the Town of New Windsor on the 17th day of June, 1992 in respect to the coverage of the number zoned area that would not exceed 63 percent and being that he's at 57 percent, I want it known that he is conforming with that request of the Town of New Windsor cause that was a big issue, I wasn't even at that meeting. Ron, the 18 foot we go along with that when there's a 60 degree angle.

MR. LANDER: That will be all right but we're going to have one-way traffic around here then?

MR. CUOMO: Yes, we have got it marked going through.

MR. LANDER: And the easement for town purposes, how many square feet was that?

MR. PIZZO: 75 by 110.

MR. CUOMO: That is for the county to use, whatever they want to use it for.

MR. PETRO: Mark's other comment this plan is not complete or acceptable for further planning board review. We're just looking at this preliminarily, just send it to the zoning board and it's by no means that

this plan is complete and we're accepting it as such.

MR. LANDER: It's not a big deal.

MR. PETRO: Okay, Carmen?

MR. DUBALDI: I make a motion we approve the Pizzo site plan on Route 207 and Route 300.

MR. STENT: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board approve the Pizzo site plan at Route 207 and 300? Is there any further discussion from the board members, if not, roll call.

ROLL CALL

MR. DUBALDI	NO
MR. LANDER	NO
MR. LUCAS	NO
MR. STENT	NO
MR. PETRO	NO

MR. PETRO: At this time you have been referred to the New Windsor Zoning Board of Appeals for review. Once you have the required variances, you may come forward to this board again. Thank you.

MR. PIZZO: Thank you, gentlemen.

MR. LUCAS: I drove by there, this area here existing wooded area to remain I think it would be a good idea to take that down because coming in and out of there I think that would be--

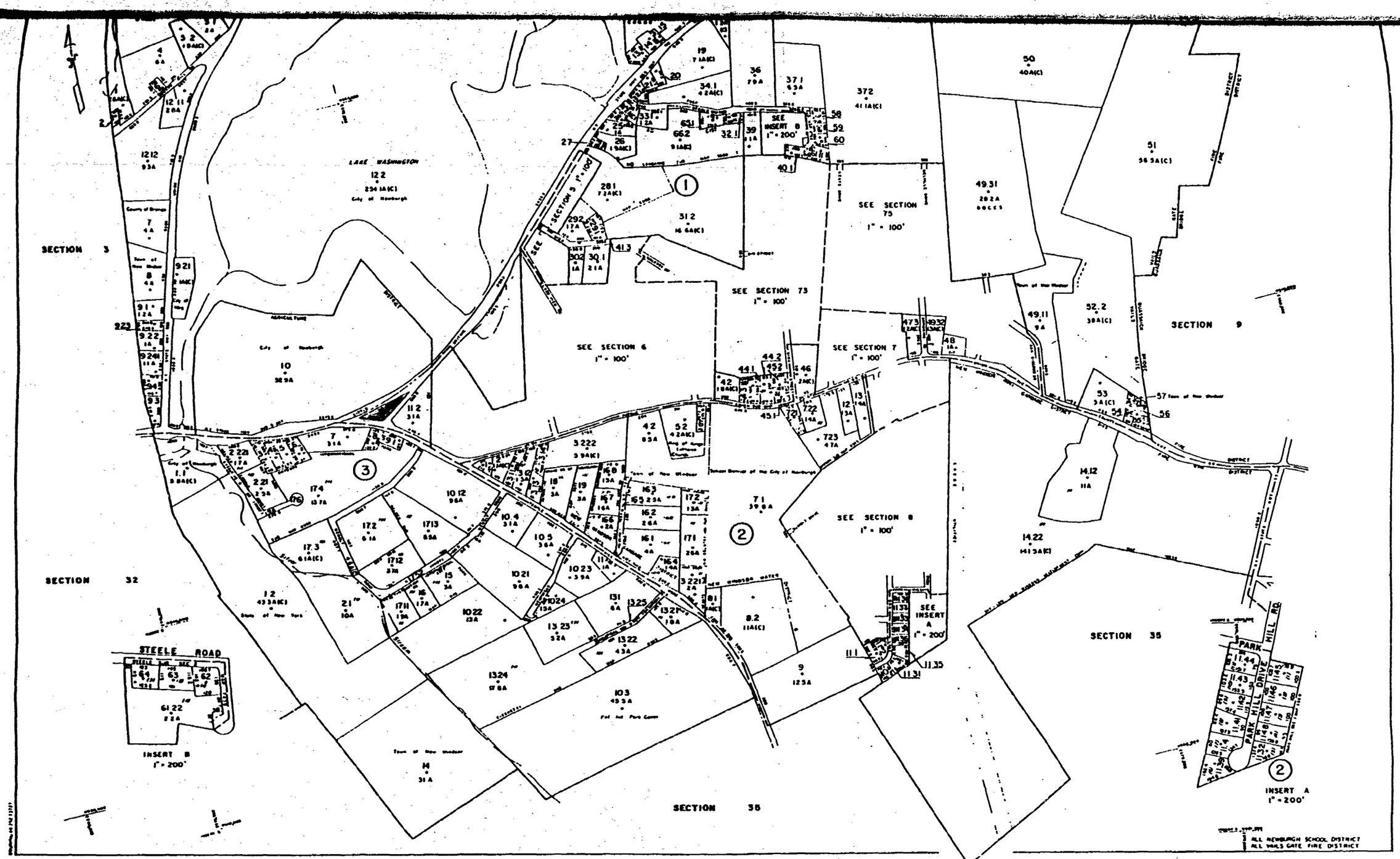
MR. CUOMO: That is a good comment.

MR. LUCAS: Should be landscaped, there is a lot of tall growth there?

MR. KRIEGER: Probably want to do that before going to the Zoning Board of Appeals because one of the things they are going to be looking at is safety.

MR. CUOMO: Put it on the plan, don't go out there and clear it.

MR. KRIEGER: Put it on the plan.



Prepared by
ORANGE CO. TAX MAP DEPT.
MAIN ST., GOSHEN, N. Y. 10924
1989
FOR TAX PURPOSES ONLY
NOT TO BE USED FOR CONVEYANCE

LEGEND

ORANGE COUNTY~NEW YORK

Photo No: 8-196,497,498 Date of Map: 9-24-87
Date of Photo: 3-1-65 Date of Revision: 3-1-91
Scale: 1" = 400'

TOWN OF NEW WINDSOR

Section No. 4

TOWN OF NEW WINDSOR
ZONING BOARD OF APPEALS

APPLICATION FOR VARIANCE

97-7

Date: 01/27/97

I. Applicant Information:

(a) JOHN PIZZO, 53 Route 17K, Newburgh, N. Y. 12550 — x
(Name, address and phone of Applicant) (Owner)

(b) -
(Name, address and phone of purchaser or lessee)

(c) -
(Name, address and phone of attorney)

(d) Paul V. Cuomo, P.E.,2005 D Street, Bldg. 704, Stewart Airport, New Windsor
(Name, address and phone of contractor/engineer/architect)

II. Application type:

( ) Use Variance ( ) Sign Variance

(x) Area Variance ( ) Interpretation

III. Property Information:

(a) PO — N/S NYS Route 300/207 Intersection — 4-1-11.1 — 34,873 s.f.+
(Zone) (Address) (S B L) (Lot size)

(b) What other zones lie within 500 ft.? PI/OLI

(c) Is a pending sale or lease subject to ZBA approval of this application? No.

(d) When was property purchased by present owner? 11/20/86.

(e) Has property been subdivided previously? No.

(f) Has property been subject of variance previously? Yes.
If so, when? 1993.

(g) Has an Order to Remedy Violation been issued against the property by the Building/Zoning Inspector? No.

(h) Is there any outside storage at the property now or is any proposed? Describe in detail: N/A

IV. Use Variance. N/A

(a) Use Variance requested from New Windsor Zoning Local Law, Section _____, Table of _____ Regs., Col. _____, to allow:
(Describe proposal)

(b) The legal standard for a "use" variance is unnecessary hardship. Describe why you feel unnecessary hardship will result unless the use variance is granted. Also set forth any efforts you have made to alleviate the hardship other than this application.

(c) Applicant must fill out and file a Short Environmental Assessment Form (SEQR) with this application.

(d) The property in question is located in or within 500 ft. of a County Agricultural District: Yes____ No x .

If the answer is Yes, an agricultural data statement must be submitted along with the application as well as the names of all property owners within the Agricultural District referred to. You may request this list from the Assessor's Office.

V. Area variance:

(a) Area variance requested from New Windsor Zoning Local Law, Section 48-12 , Table of Use/Bulk Regs., Col. L .

Requirements		Proposed or Available	Variance Request
Min. Lot Area	15,000 s.f.	34,675 s.f.	-
Min. Lot Width	100 ft.	7,200 ft.	-
Reqd. Front Yd.	35 ft.	39 ft.	-
Reqd. Side Yd.	15 ft.	n/a	-
Total Side Yd.	30 ft.	n/a	-
Reqd. Rear Yd.	40 ft.	n/a	-
Reqd. Street Frontage*	60 ft.	1141.56 ft.	-
Max. Bldg. Hgt.	35 ft.	34 ft.	-
Min. Floor Area*	n/a	n/a	-
Dev. Coverage*	30 %	57 %	27 %
Floor Area Ratio**	n/a	n/a	n/a
Parking Area	20	20	-

* Residential Districts only
** No-residential districts only

(b) In making its determination, the ZBA shall take into consideration, among other aspects, the benefit to the applicant if the variance is granted as weighed against the detriment to the health, safety and welfare of the neighborhood or community by such grant. Also, whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance; (2) whether the benefit sought by the applicant can be achieved by some other method feasible for the applicant to pursue other than an area variance; (3)

whether the requested area variance is substantial; (4) whether the proposed variance will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district; and (5) whether the alleged difficulty was self-created.
Describe why you believe the ZBA should grant your application for an area variance:
(See attached recitation)

(You may attach additional paperwork if more space is needed)

VI. Sign Variance:

(a) Variance requested from New Windsor Zoning Local Law, Section 48-18, ~~Table of~~ Supp.Sign. Regs., ~~Col.~~ _____.

	Requirements	Proposed or Available	Variance Request
Sign 1 - Facade	2.5 ft. x 10 ft.	2 ft. x 20 ft.	10 ft.
Sign 2			
Sign 3			
Sign 4			

(b) Describe in detail the sign(s) for which you seek a variance, and set forth your reasons for requiring extra or over size signs.
A 40 sq. ft. facade sign is proposed to be placed on the building wall depicting "Windsor Triangle". Applicant is requesting a 10 ft. sign area variance for this particular signage.

(c) What is total area in square feet of all signs on premises including signs on windows, face of building, and free-standing signs?
A free-standing directory sign is also proposed which will fall within the sign regulations under Section 48-18.

VII. Interpretation. n/a

(a) Interpretation requested of New Windsor Zoning Local Law, Section _____, Table of _____ Regs., Col. _____.

(b) Describe in detail the proposal before the Board:

VIII. Additional comments:

(a) Describe any conditions or safeguards you offer to ensure that the quality of the zone and neighboring zones is maintained or

upgraded and that the intent and spirit of the New Windsor Zoning is fostered. (Trees, landscaping, curbs, lighting, paving, fencing, screening, sign limitations, utilities, drainage.)

Applicant intends to construct a professional office building which will conform to the triangular configuration of the parcel. There will be enough parking on the premises and the location of the ornamental trees and shrubbery will be placed on the property in such a way so as to avoid any interference with sight distances for vehicles traveling along Route 207. (Copy of agreement with Town of New Windsor dated 6/17/92 attached hereto).

IX. Attachments required:

- x Copy of referral from Bldg./Zoning Insp. or Planning Bd.
- x Copy of tax map showing adjacent properties.
- n/a Copy of contract of sale, lease or franchise agreement.
- x Copy of deed and title policy.
- x Copy(ies) of site plan or survey showing the size and location of the lot, the location of all buildings, facilities, utilities, access drives, parking areas, trees, landscaping, fencing, screening, signs, curbs, paving and streets within 200 ft. of the lot in question.
- n/a Copy(ies) of sign(s) with dimensions and location.
- x Two (2) checks, one in the amount of $150.00 and the second check in the amount of $500.00, each payable to the TOWN OF NEW WINDSOR.
- x Photographs of existing premises from several angles.

X. Affidavit.

Date: January 27, 1997

STATE OF NEW YORK)
) SS.:
COUNTY OF ORANGE)

The undersigned applicant, being duly sworn, deposes and states that the information, statements and representations contained in this application are true and accurate to the best of his/her knowledge or to the best of his/or information and belief. The applicant further understands and agrees that the Zoning Board of Appeals may take action to rescind any variance granted if the conditions or situation presented herein are materially changed.

(Applicant)
By: John Pizzo

Sworn to before me this

27th day of January, 1997.

Patricia A. Barnhart

PATRICIA A. BARNHART
Notary Public, State of New York
No. 01BA4904434
Qualified in Orange County
Commission Expires August 31, 1997

XI. ZBA Action:

(a) Public Hearing date: _____.

On July 16, 1992, the Applicant was successful in obtaining a zone change from R-4, single-family residential, to PO, professional office. This determination was made by the Town Board of the Town of New Windsor after a public hearing. This change was made after the New Windsor Planning Board conferred with a planning consultant and an investigation revealed that since the parcel was located adjacent to PI, Planned Industrial, and OLI, Office and Light Industry, the bulk regulations for those particular zones were inconsistent with the parcel owned by Applicant. The New Windsor Planning Board then recommended to the Town Board that the parcel be rezoned from R-4 to PO, Professional Office. An environmental assessment form was filed with the Town Board at the time of the public hearing. When considering the petition for a zone change, the Town Board took into consideration the fact that a single-family dwelling was not conducive to this area of town because of the fact that the parcel is surrounded by major highways in the town, including Route 207, Route 300 and Little Britain Road.

At the time the public hearing was held, Applicant executed a developer's agreement pending the zone change, with the Town of New Windsor, copy of which is annexed hereto, which sets forth the criteria and restrictions which the Applicant has to adhere to when developing the parcel. The developer's agreement was very specific in stating that the variance for maximum developmental coverage which would have to be sought by the Applicant could not exceed 63% of the total parcel area. Applicant is now requesting a variance of only 27% of developmental coverage which is well within the maximum amount set forth by the Town Board in its agreement with the Applicant. Also, Applicant seeks a sign area variance of 10 ft. in order to place a facade sign on the building.

Applicant feels very strongly that the granting of the requested variances will not be detrimental to the health, safety or welfare of the neighborhood or community since the property is located in a mostly commercial neighborhood and intersects major highways.

The only feasible method which Applicant can pursue is the variance process in view of the fact that the parcel is zoned for professional office use and Applicant's parcel contains 34,873 sq. ft. of space, somewhat restricting the size of the building which can be constructed, and keeping within the minimum area of developmental coverage. Applicant has scaled down the size of the building a number of times and feels that it would be prohibitive to propose a smaller building. Applicant feels that his latest request is not substantial when considering the size and configuration of the parcel.

Since this parcel can only be developed for professional office use, Applicant feels that the proposed variances will not have an adverse effect or impact on the physical or environmental conditions in the neighborhood or zoning district.

The difficulties stated above are the result of a self-created hardship on the part of the Applicant. However, Applicant is willing to and is seeking the necessary approval in order to conform to the bulk regulations in the PO zone. Applicant cannot continue to pay real property taxes on a parcel of land which he cannot use, even though it is zoned for professional office use.

(b) Variance: Granted (___) Denied (___)

(c) Restrictions or conditions: _____

_____

_____

_____.

NOTE: A FORMAL DECISION WILL FOLLOW UPON RECEIPT OF THE PUBLIC HEARING MINUTES WHICH WILL BE ADOPTED BY RESOLUTION OF ZONING BOARD OF APPEALS AT A LATER DATE.

(ZBA DISK#7-080991.AP)

THIS AGREEMENT made the 17th day of June, 1992 by and between the TOWN OF NEW WINDSOR, a municipal corporation having its principal place of business at 555 Union Avenue, New Windsor, New York, 12553, hereinafter referred to as "TOWN", and JOHN PIZZO, Route 17K-53, Newburgh, New York, 12550, hereinafter referred to as "OWNER".

W I T N E S S E T H :

WHEREAS, JOHN PIZZO is the owner of New Windsor tax parcel known and designated as Section 4 - Block 1 - Lot 11.1; and

WHEREAS, OWNER has petitioned the TOWN to change the zoning from R-4 (single-family residential) to PO (professional office); and

WHEREAS, the TOWN is willing to change the zoning of the aforesaid parcel provided certain restrictions are agreed upon to limit the amount of development on the said parcel; and

WHEREAS, OWNER agrees to limit the development and comply with other requests of the TOWN.

IT IS HEREBY AGREED AS FOLLOWS:

1. OWNER shall grant an easement to the TOWN on the westerly end of the subject parcel that is triangular in shape, approximately 110 ft. in length and approximately 70 ft. wide at the easterly side of the triangle. This easement will grant to the TOWN the right to place monuments, flags or any other items that are deemed appropriate for community purposes, all structures to be in the sole discretion of the Town Board.

2. OWNER, at his own cost and expense, agrees to construct a large flagpole to be placed on the property.

3. OWNER agrees to install a 110 volt electric line out to the parcel and install lighting for the flag and will allow for future lighting of any monuments that are erected on the premises and this shall be accomplished at OWNER'S cost and expense.

4. OWNER agrees that it will be his responsibility to maintain the easement area and shall also maintain all of the lands that are on state right-of-way areas. OWNER agrees to maintain all lawns and gardens on the parcel in a neat, well-trimmed condition and not allow the grass to exceed six (6) inches in length.

5. OWNER agrees that the proposed building height and location of the shrubbery on the premises will be placed on the property in such a way so as to avoid any interference with sight distance for vehicles traveling in a westerly direction on Route 207 to the point of its intersection with Route 300.

6. OWNER agrees that the maximum developmental coverage will not exceed 63% of the total parcel area.

7. OWNER agrees that the parcel will be used for the construction of an office building only and there shall be no retail sales conducted on the premises.

8. OWNER agrees that he will be bound by any other conditions of the Zoning Board of Appeals or Planning Board.

9. In the event the OWNER defaults in any of the obligations set forth in this agreement, the TOWN shall have the right to perform all or any of the obligations of the owner and the cost for same shall be levied against the property by the TOWN.

TOWN OF NEW WINDSOR

George A. Green
By: George A. Green, Supervisor

John Pizzo

STATE OF NEW YORK)
) SS.:
COUNTY OF ORANGE)

On the 16th day of June, 1992, before me personally appeared GEORGE A. GREEN, to me known, who being by me duly sworn, did depose and say that he resides at 53 Farmstead Road, New Windsor, N. Y. 12553, that he is the Supervisor of the TOWN OF NEW WINDSOR, the municipal corporation described in and which executed the foregoing instrument; that he knows the seal of said corporation; that it was so affixed by Order of the Board of said corporation, and that he signed his name thereto by like order.

Pauline G. Townsend
Notary Public

PAULINE G. TOWNSEND
Notary Public, State of New York
No. 4643692
Appointed in Orange County
My Commission Expires December 31, 1993

STATE OF NEW YORK)
) SS.:
COUNTY OF ORANGE)

On this 17th day of June, 1992, before me personally appeared JOHN PIZZO, to me known and known to me to be the person described in and which executed the foregoing instrument and acknowledged to me that he executed the same.

Patricia A. Barnhart
Notary Public

PATRICIA A. BARNHART
Notary Public, State of New York
No. 01BA4904434
Qualified in Orange County

(TA DOCDISK#18-031692.mem)

PUBLIC NOTICE OF HEARING

ZONING BOARD OF APPEALS

TOWN OF NEW WINDSOR

PLEASE TAKE NOTICE that the Zoning Board of Appeals of the TOWN OF NEW WINDSOR, New York, will hold a Public Hearing pursuant to Section 48-34A of the Zoning Local Law on the following Proposition:

Appeal No. 7

Request of JOHN PIZZO

for a VARIANCE of the Zoning Local Law to Permit:

construction of a professional office building with more than the allowable developmental coverage and sign area;

being a VARIANCE of Section 48-12-Table of Use/Bulk Regulations-Column L and Section 48-18 of the Supplemental Sign Regulations;

for property situated as follows:

North side of NYS Route 300 (Temple Hill Road) at the Route 207 Intersection, known as tax lot Section 4, Block 1, Lot 11.1.

SAID HEARING will take place on the 24th day of February, 1997, at the New Windsor Town Hall, 555 Union Avenue, New Windsor, New York beginning at 7:30 o'clock P.M.

James Nugent, Chairman

Date 2/10/97, 19

TOWN OF NEW WINDSOR

TOWN HALL, 555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

TO Frances Roth 147 Sycamore Dr DR.
New Windsor Ny 12553

DATE			CLAIMED		ALLOWED	
1/27/97		Zoning Board Mtg	75	00		
		MOSC - 2				
		VGR - 7				
		Pietrzak - 3				
		Pizzo - 3 ✓ 13.50.				
		AF+F - 7				
		Reddings - 17				
		Coyman - 3				
		L+M 3	202	50		
		45pp				
			277	50		

PIZZO, JOHN

MR. NUGENT: Referred by planning board for 27% developmental coverage to construct office building on n/s Rt. 300 adjacent to J&H Smith Lighting in P.O. zone.

Mr. John Pizzo and Paul Cuomo, P.E. appeared before the board for this proposal.

MR. PIZZO: Good evening gentlemen. We're here because we need a 27 percent variance to do an office building that we'd like to place on this parcel of land. To do that, we require a referral or a recommendation for a public meeting so we can get that area variance. For those of you who are not familiar with the project and the circumstances, I'd like to bring you up to date on them.

MR. NUGENT: Go right ahead.

MR. PIZZO: Okay, originally we had proposed a much larger building. We had previously projected a 12,000 square foot building with a 2,000 square foot mezzanine, quite a large project. With discussions with my engineer and with many meetings with the town engineer, we have reduced the size of the building tremendously to satisfy all purposes. Particularly to make it a very user friendly for traffic flow, parking, and things of that sort. Also, as a fact, we had made an agreement with the town when we received a zoning change, I think I have some copies of that I'm going to give you to take a peak at, if I may, and that has been notarized and so forth. And in effect, we sort of made a type of an agreement and that is that we would give the town approximately 110 by 50 feet in front of the lands for purposes of a flag pole, amenities of that sort and we also with that had agreed not to develop property anymore than I think it's 63 percent there. So with this 27 percent area variance, that we're requesting we're well in bounds of our agreement so again, I'm hopeful that we can get on the agenda for the public meeting and I'd like to answer any of your questions to clarify.

MR. NUGENT: Well, you have certainly brought the building down a great deal from the last time I saw it.

MR. PIZZO: It's not much bigger than a residence, it appears.

MR. REIS: This agreement is still valid today if this is accepted and allowed.

MR. PIZZO: Absolutely.

MR. CUOMO: We got a zoning change from the town board, we made an agreement with the town board.

MR. BABCOCK: He's allowed 30, he wants to develop 57. There was, the town board didn't give him a variance, they were just an agreement with him that he would not develop more than 63 percent of this property and for that, John made the agreement and said we're going to give you an area on the property to put flag pole and some monuments and whatever so he still needed this board, if he came here for a variance for more than 63 percent, then we would say John, you made an agreement with us that you wouldn't do that.

MR. NUGENT: 57 is well within his agreed upon size.

MR. BABCOCK: That is correct. Any further questions? Mike, do you have a chance to see, you know, where the property is?

MR. REIS: Yeah, I know the property well.

MR. TORLEY: I want to mention all the parking spots everything else is covered as far as parking and everything?

MR. CUOMO: Yes.

MR. TORLEY: The only variance requests are just for developmental coverage, sign?

MR. CUOMO: Yes.

MR. BABCOCK: Sign conforms to the present day zoning.

MR. CUOMO: We're okay with the sign and the parking is fine, 20 spaces. The parking also has been engineered for large vehicles, large cars, we have got the highest ratio of cars. We made the parking 10 by 20 but we also made it so that large cars could be accommodated. We're not trying to put in small cars in this thing, any kind of a car can get in here.

(Whereupon, Mr. Krieger entered the room.)

MR. TORLEY: The other thing that is going to be asked by someone is drainage sight lines, things like that, just for area variances that you are not altering the drainage and things.

MR. NUGENT: That is really not--

MR. TORLY: Or just be aware of it.

MR. NUGENT: That is really not our bailiwick.

MR. TORLEY: If it, in the sense of area variances we have to ask.

MR. NUGENT: He had that before.

MR. TORLEY: Just I don't want anything to be a surprise to you. Having said that, Mr. Chairman, I move we set up Mr. Pizzo for public hearing on requested variance.

MR. REIS: Second it.

ROLL CALL

MR. REIS	AYE
MR. KANE	AYE
MR. TORLEY	AYE
MR. NUGENT	AYE

2/24/97 Public Hearing - Pizzo, John #97-7

Name:	Address:
Michael A. Smith	499 Little Britain Road, NW
No opposition JOSEPH V SMITH	499 " "

ZONING BOARD OF APPEALS : TOWN OF NEW WINDSOR
COUNTY OF ORANGE : STATE OF NEW YORK

In the Matter of Application for Variance of

John Lizza

Applicant.

AFFIDAVIT OF SERVICE BY MAIL

#97-7

STATE OF NEW YORK)
) SS.:
COUNTY OF ORANGE)

PATRICIA A. BARNHART, being duly sworn, deposes and says:

That I am not a party to the action, am over 18 years of age and reside at 7 Franklin Avenue, New Windsor, N. Y. 12553.

On February 11, 1997, I compared the 13 addressed envelopes containing the attached Notice of Public Hearing with the certified list provided by the Assessor regarding the above application for variance and I find that the addressees are identical to the list received. I then mailed the envelopes in a U. S. Depository within the Town of New Windsor.

Patricia A. Barnhart
Patricia A. Barnhart

Sworn to before me this
11th day of February, 1997.

Mary Ann Hotaling
Notary Public

MARY ANN HOTALING
Notary Public, State of New York
No. 01HO5062877
Qualified in Orange County
Commission Expires July 8, 1998

(TA DOCDISK#7-030586.AOS)

R&F 2/24/97 - ZBA

JAMES RAPOLI CONSULTING
TRAFFIC & TRANSPORTATION ENGINEERING & PLANNING
Seven Roan Lane, Newburgh, NY 12550-3852
914-564-8070

February 18, 1997

Mr. John L. Pizzo
John Pizzo Enterprises
Time Plaza - Route 17K-53
Newburgh, NY 12550

RE: Pizzo Site Plan, NY Routes 207 & 300

Dear John:

Pursuant to your request of 30 January, 1997, I have reviewed the "Pizzo Site Plan", dated 3 December, 1996, which was prepared by Paul V. Cuomo, P.E. The site plan indicates a substantial decrease in the square footage that was proposed in July of 1988. Specifically, a change from 8,800 s.f. to 4,220 s.f. This decrease will also be realized in the amount of traffic generated by the project.

It is anticipated that the current project will generated 13 trips (11 vehicles entering and 2 vehicles exiting) during the peak a.m. highway hour and 13 trips (2 entering and 11 exiting) during the peak p.m. highway hour. These new volumes represent a 50% decrease in Project traffic. Since our 1988 survey, the background traffic has increased by approximately 1% during the peak a.m. hour and 5% during the peak p.m. highway hour. These are minimal increases in background traffic for an eight year period.

Based on the minimal increase in background traffic volume and the decrease in the traffic generated by the project, it remains the considered professional opinion of James Rapoli Consulting that the existing levels of service of the adjacent roadways will not be adversely impacted by the proposal; essentially, they will remain the same.

Respectfully submitted,

JAMES RAPOLI CONSULTING

James T. Rapoli

James T. Rapoli, P.E.

D:\JTR-CONS\PIZZO-01.WPD

JAMES T. RAPOLI CONSULTING
Traffic • Transportation Engineer
7 Roan Lane • Newburgh, NY 12550
(914) 564-4954

RBF
2/24/97.
ZBA

July 5, 1988

Mr. John Pizzo
C/O Shop & Save
Zayre's Plaza
Route 17K
Newburgh, NY 12550

Dear John:

Pursuant to your request, we have prepared an evaluation of the traffic impact associated with the Office Building proposed at the intersection of NY Routes 207 and 300 in the Town of New Windsor, NY. The project consists of a proposed two-story office building consisting of some 8,800 square feet of total floor area, as indicated on the Site Plan, drawing number 86-615, dated 12/15/86, prepared by Patrick T. Kennedy, L.L.S. Construction is anticipated to be complete and the building occupied by 1990, the project design year.

The project will be provided access via two driveway connections to Little Britain Road (NY-207), see Figure No. 1. Consequently, this study analyzes the impacts associated with this project at the following locations:

- NY-207 and NY-300 (signalized "T")
- NY-207 and NY-300 (unsignalized merge)
- NY-207 and Driveway "A"
- NY-207 and Driveway "B"

The study methodology incorporates research, data collection, and field data sampling to address the following topics:

- Existing Traffic Volumes
- External Traffic Volumes
- Site Generated Traffic
- Trip Assignment
- Combined Traffic Volumes
- Intersectional Capacity Analyses
- Conclusions

Existing Traffic Volumes

Existing traffic volumes for the 1988 Peak AM and PM Hours are based upon traffic count data from the New York State Department of Transportation (NYSDOT), and detailed traffic turning movement counts and various field surveys conducted by representatives of James T. Rapoli Consulting on Tuesday and Wednesday, June 7th and 8th, 1988. Although our traffic counts were slighty higher than the design hour volume from the NYSDOT and the daily traffic volumes for the month of June are 12% higher than the average annual daily traffic volumes, the higher volumes were utilized to be conservative. The turning movements key to the capacity analyses are illustrated graphically on Figure No. 1, entitled "Key Movement Numbers", and the 1988 existing peak AM and PM hour traffic volumes are recorded on Table Nos. 1 & 2, Column 2.

TABLE NO. 1

PEAK AM HIGHWAY HOUR TRAFFIC VOLUMES

PROPOSED OFFICE
TOWN OF NEW WINDSOR, NEW YORK

Mvt.* No.	1988 Existing	1990 External	Site Generated	1990 Combined
1	70	74	9	83
2	542	575	0	575
3	611	648	0	648
4	150	159	10	169
5	83	88	1	89
6	220	233	0	233
7	0	0	19	19
8	0	0	1	1
9	0	0	1	1
10	0	0	1	1
11	83	88	0	88
12	0	0	1	1
13	99	105	0	105
14	0	0	2	2
15	99	105	1	106
16	542	575	0	575

* The movement numbers correspond to the actual turning directions at the study locations. The movements corresponding to these numbers are identified on Figure No. 1, entitled "Key Movement Numbers".

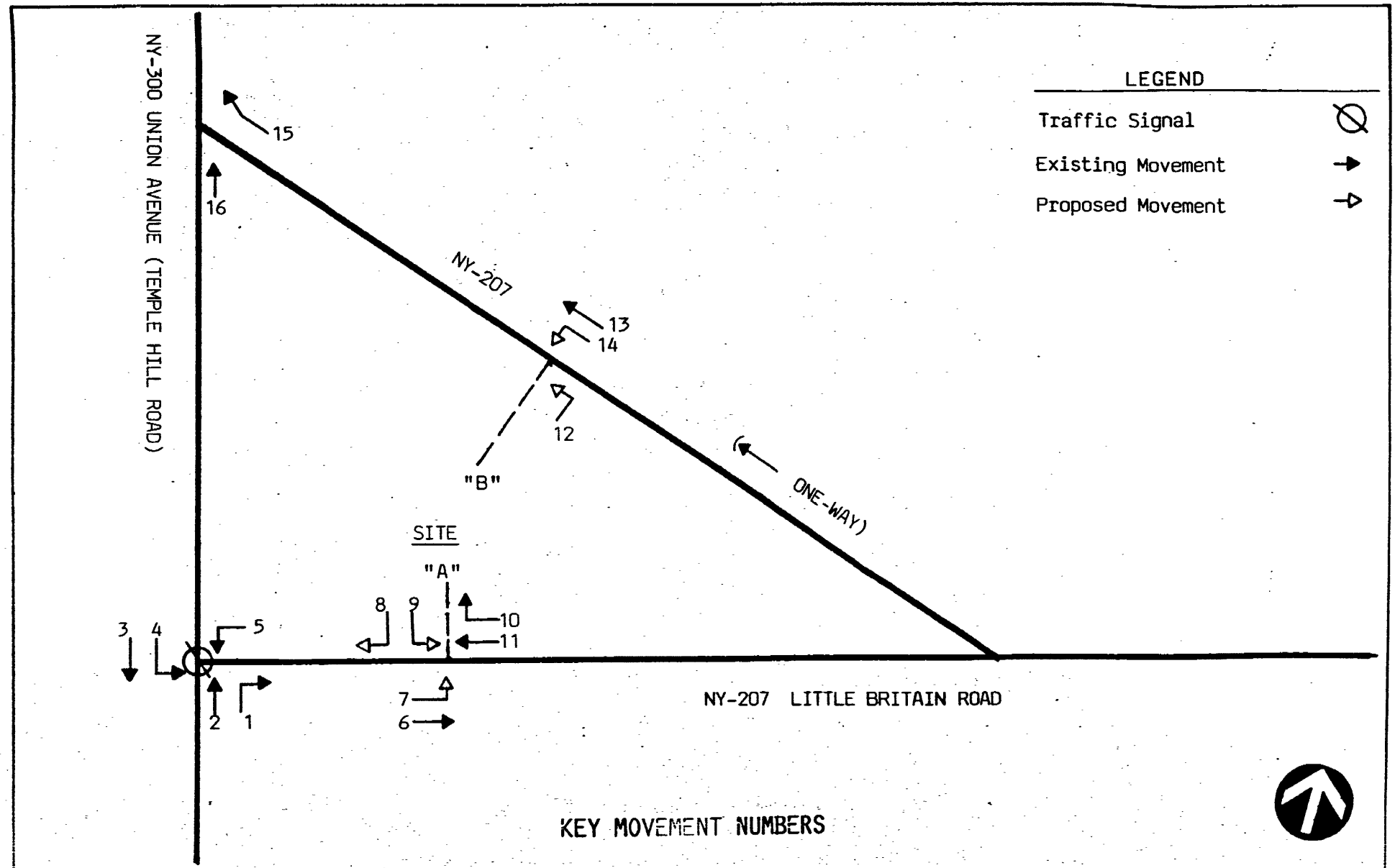
TABLE NO. 2

PEAK PM HIGHWAY HOUR TRAFFIC VOLUMES

PROPOSED OFFICE
TOWN OF NEW WINDSOR, NEW YORK

Mvt.* No.	1988 Existing	1990 External	Site Generated	1990 Combined
1	128	136	2	138
2	905	959	0	959
3	709	752	0	752
4	129	137	2	139
5	119	126	9	135
6	257	272	0	272
7	0	0	4	4
8	0	0	9	9
9	0	0	3	3
10	0	0	0	0
11	119	126	0	126
12	0	0	10	10
13	156	165	0	165
14	0	0	0	0
15	156	165	10	175
16	905	959	0	959

* The movement numbers correspond to the actual turning directions at the study locations. The movements corresponding to these numbers are identified on Figure No. 1, entitled "Key Movement Numbers".



JAMES T. RAPOLI CONSULTING TRAFFIC & TRANSPORTATION ENGINEERING SEVEN ROAN LANE NEWBURGH, NEW YORK 12550	PROPOSED OFFICE BUILDING NEW YORK ROUTES 207 & 300 NEW WINDSOR, NEW YORK	FIGURE NO. : 1 SCALE : N.T.S. DATE : JULY, 1988 JOB NO. : 8810

1990 External Traffic Volumes (ETV) Table Nos. 1 & 2, Column 3

The 1990 External Traffic Volumes are the 1988 Existing Traffic Volumes projected to 1990, the project design year, by an appropriate growth factor. Discussions with the NYSDOT and the Orange County Department of Planning indicated that a conservative annual growth rate would be 2% for the area under study. However, to account for other minor projects in the area, a 3% annual growth factor was used. Consequently, the 1988 Existing Traffic Volumes were multiplied by a factor of 1.06 to yield the 1990 External Traffic Volumes.

The External Traffic Volumes do not contain traffic anticipated with the project and represent the traffic volumes for the without-development condition. The actual volumes can be viewed on Table Nos. 1 & 2.

Site Generated Traffic Table Nos. 1 & 2, Column 4

The ability of any roadway to serve anticipated traffic volumes is determined by comparing the anticipated volumes to the roadway capacity. To perform this comparison, it is essential to combine the site generated traffic volumes with the external highway traffic for the peak hours of operation.

The amount of traffic anticipated with the project is attained by applying hourly trip generation rates to the proposed square footage of the project. The hourly trip generation rates (HTGR) shown in Table No. 3 are based on the data published by the Institute of Transportation Engineers; specifically, the informational report entitled, "Trip Generation", 4th Edition.

TABLE NO. 3
SITE GENERATED TRAFFIC VOLUMES

	Peak AM Hour				Peak PM Hour			
	Entering		Exiting		Entering		Exiting	
Use/Size	HTGR*	Vol.	HTGR	Vol.	HTGR	Vol.	HTGR	Vol.
Office 8,800 s.f.	2.50	22	0.34	3	0.45	4	2.50	22

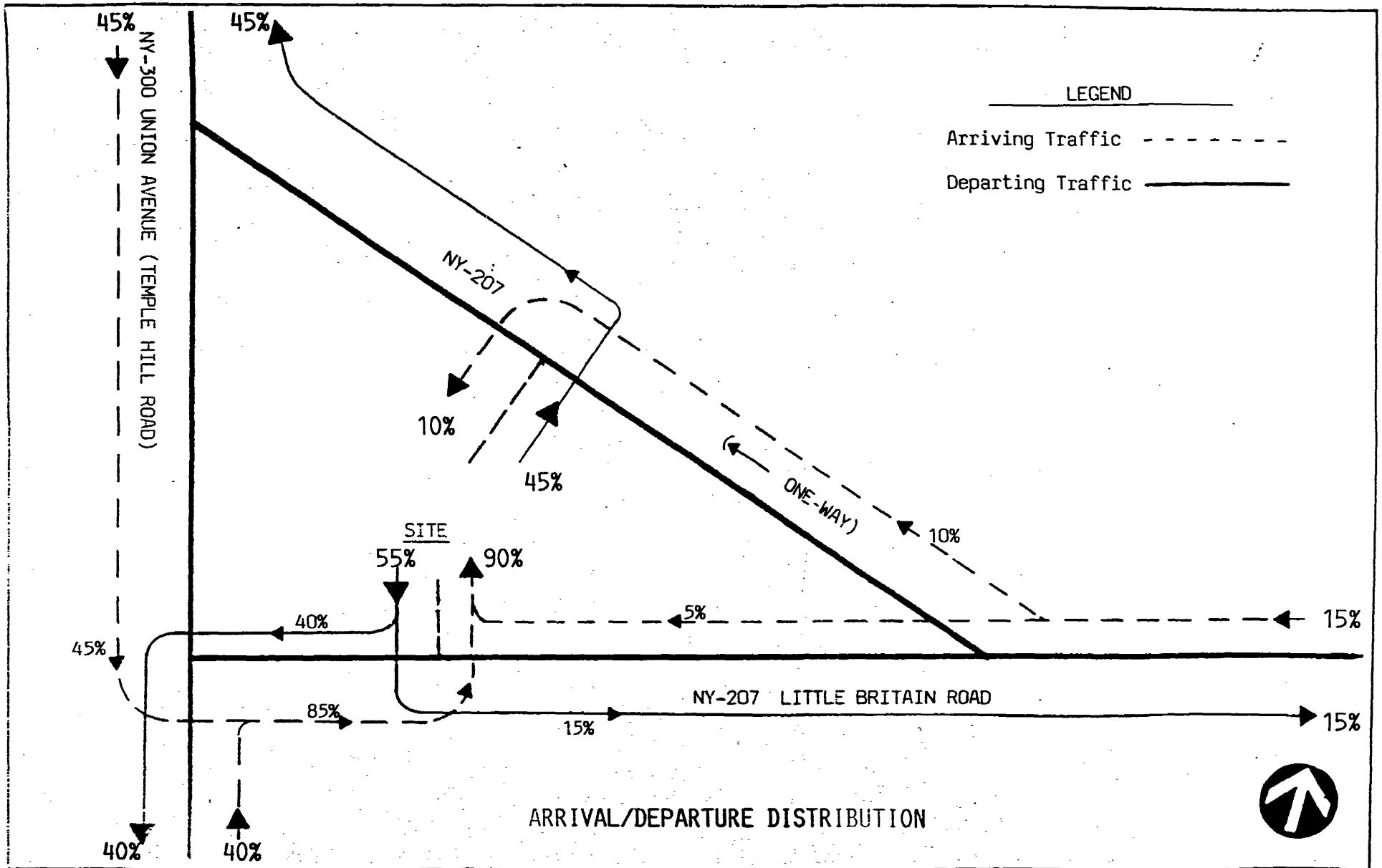
* Hourly Trip Generation Rate, trips per 1000 square feet of gross floor area.

Trip Assignment

The travel patterns of the future occupants of the project were based on an analysis of the area population centers, land uses, and existing traffic trends. Utilizing these data, the site generated traffic volumes were assigned to the roadway. Figure No. 2, entitled "Arrival/Departure Distribution" indicates the patterns graphically.

Combined Traffic Volumes (CTV) Table Nos. 1 & 2, Column 5

The site generated traffic on each roadway segment was added to the external traffic volumes, resulting in the combined traffic volumes. These volumes were utilized to perform the intersectional capacity analyses for the proposed or with-development condition. The actual volumes can be viewed on Table Nos. 1 & 2.



ARRIVAL/DEPARTURE DISTRIBUTION

JAMES T. RAPOLI CONSULTING
TRAFFIC & TRANSPORTATION ENGINEERING
SEVEN ROAN LANE
NEWBURGH, NEW YORK 12550

PROPOSED OFFICE BUILDING
NEW YORK ROUTES 207 & 300
NEW WINDSOR, NEW YORK

FIGURE NO. : 2
SCALE : N.T.S.
DATE : JULY, 1988
JOB NO. : 8810

Capacity Analyses

In order to determine what improvements, if any, will be needed to serve future traffic volumes, it was necessary to perform capacity analyses. The following is a description of the analyses:

Capacity analyses are a method by which traffic volumes are compared to intersection capacities to simulate traffic conditions. The capacity analyses were performed in accordance with the procedures described in the 1985 Highway Capacity Manual, Special Report No. 209, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is "Level of Service", with Level of Service "A" representing the best conditions and "F" the worst. A Level of Service "C" is generally used as the design standard, with Level of Service "D" acceptable during peak periods.

Utilizing these criteria, capacity analyses, attached, were performed at the key locations in the vicinity of the site. The Combined Traffic Volumes for the AM and PM peak hours were compared to the capacities for the existing roadway geometries. The Capacity Analyses results are illustrated in Table No. 4.

TABLE NO. 4
LEVEL OF SERVICE SUMMARY
1990 COMBINED TRAFFIC VOLUMES

Analysis Form No.	Location	Hour	1990 Level of Service w/o Dev.	1990 Level of Service w/Dev.
CA-1 & 2	NY-207 and NY-300 (signalized)	AM	C	C
CA-3 & 4	NY-207 and NY-300 (signalized)	PM	D	D
CA-5 & 6	NY-207 and NY-300 (unsignalized)	AM	A	A
CA-7 & 8	NY-207 and NY-300 (unsignalized)	PM	D	D
CA-9	NY-207 and Driveway "A"	AM	N/A	A
CA-10	NY-207 and Driveway "A"	PM	N/A	A
CA-11	NY-207 and Driveway "B"	AM	N/A	A
CA-12	NY-207 and Driveway "B"	PM	N/A	A

Conclusions

The key locations for assessing the project's impact are its connections to NY-207 and the intersection of NY-207 and NY-300, where mainline volumes are of a substantial magnitude. The capacity analyses indicate that the additional traffic volumes associated with the project will not deteriorate the level of service experienced in the without-development condition.

Consequently, based on the capacity analyses results, it is the considered professional opinion of James T. Rapoli Consulting that the existing levels of service of the adjacent roadways will not be adversely impacted by the project; essentially, they will remain the same.

Respectfully submitted,

JAMES T. RAPOLI CONSULTING

James T Rapoli

James T. Rapoli, P.E.

JTR/jmr
Atts.

CAPACITY ANALYSES

LIST OF CAPACITY ANALYSES
1990 COMBINED TRAFFIC VOLUMES

Analysis Form No.	Location	Hour
CA-1 & 2	NY-207 and NY-300 (signalized)	AM
CA-3 & 4	NY-207 and NY-300 (signalized)	PM
CA-5 & 6	NY-207 and NY-300 (unsignalized)	AM
CA-7 & 8	NY-207 and NY-300 (unsignalized)	PM
CA-9	NY-207 and Driveway "A"	AM
CA-10	NY-207 and Driveway "A"	PM
CA-11	NY-207 and Driveway "B"	AM
CA-12	NY-207 and Driveway "B"	PM

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

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INTERSECTION..NY 207/NY 300/NY 207
AREA TYPE.....CBD
ANALYST.....JTR
DATE.....6/27/88
TIME.....AM HOUR, (7:00-8:00)
COMMENT.....1990 EXTERNAL TRAFFIC VOLUMES (ETV)

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	159	0	0	88	: L	12.0	T	12.0		12.0	L	12.0	
TH	648	575	0	0	: T	12.0	R	12.0		12.0		12.0	
RT	0	74	0	0	:	12.0		12.0		12.0		12.0	
RR	0	60	0	0	:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	8.3	3
WB	0.00	2.00	N	0	0	0.90	0	N	8.3	3
NB	0.00	2.00	N	0	0	0.90	0	N	19.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	19.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 90.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X	X				TH				
	RT						RT				
	PD						PD				
WB	LT					SB	LT	X			
	TH		X				TH				
	RT		X				RT				
	PD						PD				
GREEN		20.0	40.0	0.0	0.0	GREEN		21.0	0.0	0.0	0.0
YELLOW		3.0	3.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.522	0.222	24.6	C	9.3	B
	T	0.641	0.700	5.5	B		
WB	T	0.896	0.444	23.4	C	22.9	C
	R	0.016	0.678	3.1	A		
SB	L	0.275	0.233	21.6	C	21.6	C

INTERSECTION: Delay = 15.4 (sec/veh) V/C = 0.643 LOS = C

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IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET.....NY 207/NY 300

NAME OF THE NORTH/SOUTH STREET.....NY 207

AREA TYPE.....CBD

NAME OF THE ANALYST.....JTR

DATE OF THE ANALYSIS.....6/27/88

TIME PERIOD ANALYZED.....AM HOUR (7:00-8:00)

OTHER INFORMATION:
1990 EXTERNAL TRAFFIC VOLUMES (ETV)

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	159	0	0	88
THRU	648	575	0	0
RIGHT	0	74	0	0
RTOR	0	60	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)

INTERSECTION GEOMETRY

NUMBER OF LANES PER DIRECTION INCLUDING TURN BAYS:
EASTBOUND = 2 WESTBOUND = 2 NORTHBOUND = 0 SOUTHBOUND = 1

	EB		WB		NB		SB	
LANE	TYPE	WIDTH	TYPE	WIDTH	TYPE	WIDTH	TYPE	WIDTH
1	L	12.0	T	12.0		12.0	L	12.0
2	T	12.0	R	12.0		12.0		12.0
3								
4								
5								
6								

L - EXCLUSIVE LEFT LANE
LT - LEFT/THROUGH LANE
LR - LEFT/RIGHT ONLY LANE
LTR - LEFT/THROUGH/RIGHT LANE
T - EXCLUSIVE THROUGH LANE
TR - THROUGH/RIGHT LANE
R - EXCLUSIVE RIGHT LANE

ADJUSTMENT FACTORS

	GRADE (%)	HEAVY VEH. (%)	ADJACENT PKG Y/N	(Nm)	BUSES (Nb)	PHF
EASTBOUND	0.00	2.00	N	0	0	0.90
WESTBOUND	0.00	2.00	N	0	0	0.90
NORTHBOUND	0.00	2.00	N	0	0	0.90
SOUTHBOUND	0.00	2.00	N	0	0	0.90

Nm = number of parking maneuvers/hr; Nb = number of buses stopping/hr

	CONFLICTING PEDS (peds/hour)	PEDESTRIAN BUTTON (Y/N)	(min T)	ARRIVAL TYPE
EASTBOUND	0	N	8.3	3
WESTBOUND	0	N	8.3	3
NORTHBOUND	0	N	19.8	3
SOUTHBOUND	0	N	19.8	3

min T = minimum green time for pedestrians

SIGNAL SETTINGS - OPERATIONAL ANALYSIS

ACTUATED LOST TIME/PHASE = 3.0 CYCLE LENGTH = 90.0

EAST/WEST PHASING

	PHASE-1	PHASE-2	PHASE-3	PHASE-4
EASTBOUND				
LEFT	X			
THRU	X	X		
RIGHT				
PEDS				
WESTBOUND				
LEFT				
THRU		X		
RIGHT		X		
PEDS				
NORTHBOUND RT				
SOUTHBOUND RT				
GREEN	20.0	40.0	0.0	0.0
YELLOW + ALL RED	3.0	3.0	0.0	0.0

NORTH/SOUTH PHASING

	PHASE-1	PHASE-2	PHASE-3	PHASE-4
NORTHBOUND				
LEFT				
THRU				
RIGHT				
PEDS				
SOUTHBOUND				
LEFT	X			
THRU				
RIGHT				
PEDS				
EASTBOUND RT				
WESTBOUND RT	X			
GREEN	21.0	0.0	0.0	0.0
YELLOW + ALL RED	3.0	0.0	0.0	0.0

VOLUME ADJUSTMENT WORKSHEET

	MVT. VOL.	PHF	ADJ. VOL.	LANE GRP.	LANE GRP. VOL.	NO. LN	LANE UTIL. FACT.	GROWTH FACT.	ADJ. GRP. VOL.	PROP LT	PROP RT
EB											
LT	159	0.90	177	L	177	1	1.000	1.000	177	1.00	0.00
TH	648	0.90	720	T	720	1	1.000	1.000	720	0.00	0.00
RT	0	0.90	0								
WB											
LT	0	0.90	0								
TH	575	0.90	639	T	639	1	1.000	1.000	639	0.00	0.00
RT	74	0.90	15	R	15	1	1.000	1.000	15	0.00	1.00
NB											
LT	0	0.90	0								
TH	0	0.90	0								
RT	0	0.90	0								
SB											
LT	88	0.90	98	L	98	1	1.000	1.000	98	1.00	0.00
TH	0	0.90	0								
RT	0	0.90	0								

* Denotes a Defacto Left Turn Lane Group

SATURATION FLOW ADJUSTMENT WORKSHEET

		IDEAL SAT. FLOW	NO. LNS	f W	f HV	f G	f p	f BB	f A	f RT	f LT	ADJ. SAT. FLOW
EB												
	L	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	0.950	1524
	T	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	1.000	1604
WB												
	T	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	1.000	1604
	R	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	0.850	1.000	1363
NB												
SB												
	L	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	0.950	1524

CAPACITY ANALYSIS WORKSHEET

	ADJ. FLOW RATE (v)	ADJ. SAT. FLOW RATE (s)	FLOW RATIO (v/s)	GREEN RATIO (g/C)	LANE GROUP CAPACITY (c)	v/c RATIO	
EB							
L	177	1524	0.116	0.222	339	0.522	*
T	720	1604	0.449	0.700	1123	0.641	
WB							
T	639	1604	0.398	0.444	713	0.896	*
R	15	1363	0.011	0.678	924	0.016	
NB							
SB							
L	98	1524	0.064	0.233	356	0.275	*

Cycle Length, C = 90.0 sec. Sum (v/s) critical = 0.578
Lost Time Per Cycle, L = 9.0 sec. X critical = 0.643

LEVEL-OF-SERVICE WORKSHEET

	v/c RATIO	g/C, RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.522	0.222	90.0	23.4	339	1.2	1.00	24.6	C	9.3	B
T	0.641	0.700	90.0	5.6	1123	0.9	0.85	5.5	B		
WB											
T	0.896	0.444	90.0	17.5	713	10.0	0.85	23.4	C	22.9	C
R	0.016	0.678	90.0	3.6	924	0.0	0.85	3.1	A		
NB											
SB											
L	0.275	0.233	90.0	21.5	356	0.1	1.00	21.6	C	21.6	C

Intersection Delay = 15.4 (sec/veh) Intersection LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

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INTERSECTION..NY 207/NY 300/NY 207
AREA TYPE.....CBD
ANALYST.....JTR
DATE.....6/27/88
TIME.....AM HOUR (7:00-8:00)
COMMENT.....1990 COMBINED TRAFFIC VOLUMES (CTV)

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	169	0	0	89	L	12.0	T	12.0		12.0	L	12.0	
TH	648	575	0	0	T	12.0	R	12.0		12.0		12.0	
RT	0	83	0	0		12.0		12.0		12.0		12.0	
RR	0	60	0	0		12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	8.3	3
WB	0.00	2.00	N	0	0	0.90	0	N	8.3	3
NB	0.00	2.00	N	0	0	0.90	0	N	19.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	19.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 90.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X	X				TH				
	RT						RT				
	PD						PD				
WB	LT					SB	LT	X			
	TH		X				TH				
	RT		X				RT				
	PD						PD				
GREEN		20.0	40.0	0.0	0.0	GREEN		21.0	0.0	0.0	0.0
YELLOW		3.0	3.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.555	0.222	25.1	D	9.6	B
	T	0.641	0.700	5.5	B		
WB	T	0.896	0.444	23.4	C	22.6	C
	R	0.027	0.678	3.1	A		
SB	L	0.278	0.233	21.6	C	21.6	C

INTERSECTION: Delay = 15.5 (sec/veh) V/C = 0.652 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS

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IDENTIFYING INFORMATION

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NAME OF THE EAST/WEST STREET.....NY 207/NY 300

NAME OF THE NORTH/SOUTH STREET.....NY 207

AREA TYPE.....CBD

NAME OF THE ANALYST.....JTR

DATE OF THE ANALYSIS.....6/27/88

TIME PERIOD ANALYZED.....AM HOUR (7:00-8:00)

OTHER INFORMATION:
1990 COMBINED TRAFFIC VOLUMES (CTV)

TRAFFIC VOLUMES

==========

	EB	WB	NB	SB
LEFT	169	0	0	89
THRU	648	575	0	0
RIGHT	0	83	0	0
RTOR	0	60	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)

INTERSECTION GEOMETRY

NUMBER OF LANES PER DIRECTION INCLUDING TURN BAYS:
EASTBOUND = 2 WESTBOUND = 2 NORTHBOUND = 0 SOUTHBOUND = 1

	EB		WB		NB		SB	
LANE	TYPE	WIDTH	TYPE	WIDTH	TYPE	WIDTH	TYPE	WIDTH
1	L	12.0	T	12.0		12.0	L	12.0
2	T	12.0	R	12.0		12.0		12.0
3								
4								
5								
6								

L - EXCLUSIVE LEFT LANE
LT - LEFT/THROUGH LANE
LR - LEFT/RIGHT ONLY LANE
LTR - LEFT/THROUGH/RIGHT LANE
T - EXCLUSIVE THROUGH LANE
TR - THROUGH/RIGHT LANE
R - EXCLUSIVE RIGHT LANE

ADJUSTMENT FACTORS

	GRADE (%)	HEAVY VEH. (%)	ADJACENT PKG Y/N	(Nm)	BUSES (Nb)	PHF
EASTBOUND	0.00	2.00	N	0	0	0.90
WESTBOUND	0.00	2.00	N	0	0	0.90
NORTHBOUND	0.00	2.00	N	0	0	0.90
SOUTHBOUND	0.00	2.00	N	0	0	0.90

Nm = number of parking maneuvers/hr; Nb = number of buses stopping/hr

	CONFLICTING PEDS (peds/hour)	PEDESTRIAN BUTTON (Y/N)	(min T)	ARRIVAL TYPE
EASTBOUND	0	N	8.3	3
WESTBOUND	0	N	8.3	3
NORTHBOUND	0	N	19.8	3
SOUTHBOUND	0	N	19.8	3

min T = minimum green time for pedestrians

SIGNAL SETTINGS - OPERATIONAL ANALYSIS

ACTUATED LOST TIME/PHASE = 3.0 CYCLE LENGTH = 90.0

EAST/WEST PHASING

	PHASE-1	PHASE-2	PHASE-3	PHASE-4
EASTBOUND				
LEFT	X			
THRU	X	X		
RIGHT				
PEDS				
WESTBOUND				
LEFT				
THRU		X		
RIGHT		X		
PEDS				
NORTHBOUND RT				
SOUTHBOUND RT				
GREEN	20.0	40.0	0.0	0.0
YELLOW + ALL RED	3.0	3.0	0.0	0.0

NORTH/SOUTH PHASING

	PHASE-1	PHASE-2	PHASE-3	PHASE-4
NORTHBOUND				
LEFT				
THRU				
RIGHT				
PEDS				
SOUTHBOUND				
LEFT	X			
THRU				
RIGHT				
PEDS				
EASTBOUND RT				
WESTBOUND RT	X			
GREEN	21.0	0.0	0.0	0.0
YELLOW + ALL RED	3.0	0.0	0.0	0.0

VOLUME ADJUSTMENT WORKSHEET

	MVT. VOL.	PHF	ADJ. VOL.	LANE GRP.	LANE GRP. VOL.	NO. LN	LANE UTIL. FACT.	GROWTH FACT.	ADJ. GRP. VOL.	PROP LT	PROP RT
EB											
LT	169	0.90	188	L	188	1	1.000	1.000	188	1.00	0.00
TH	648	0.90	720	T	720	1	1.000	1.000	720	0.00	0.00
RT	0	0.90	0								
WB											
LT	0	0.90	0								
TH	575	0.90	639	T	639	1	1.000	1.000	639	0.00	0.00
RT	83	0.90	25	R	25	1	1.000	1.000	25	0.00	1.00
NB											
LT	0	0.90	0								
TH	0	0.90	0								
RT	0	0.90	0								
SB											
LT	89	0.90	99	L	99	1	1.000	1.000	99	1.00	0.00
TH	0	0.90	0								
RT	0	0.90	0								

* Denotes a Defacto Left Turn Lane Group

SATURATION FLOW ADJUSTMENT WORKSHEET

		IDEAL SAT. FLOW	NO. LNS	f W	f HV	f G	f p	f BB	f A	f RT	f LT	ADJ. SAT. FLOW
EB												
	L	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	0.950	1524
	T	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	1.000	1604
WB												
	T	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	1.000	1604
	R	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	0.850	1.000	1363
NB												
SB												
	L	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	0.950	1524

CAPACITY ANALYSIS WORKSHEET

	ADJ. FLOW RATE (v)	ADJ. SAT. FLOW RATE (s)	FLOW RATIO (v/s)	GREEN RATIO (g/C)	LANE GROUP CAPACITY (c)	v/c RATIO	
EB							
L	188	1524	0.123	0.222	339	0.555	*
T	720	1604	0.449	0.700	1123	0.641	
WB							
T	639	1604	0.398	0.444	713	0.896	*
R	25	1363	0.019	0.678	924	0.027	
NB							
SB							
L	99	1524	0.065	0.233	356	0.278	*

Cycle Length, C = 90.0 sec. Sum (v/s) critical = 0.587
Lost Time Per Cycle, L = 9.0 sec. X critical = 0.652

LEVEL-OF-SERVICE WORKSHEET

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.555	0.222	90.0	23.6	339	1.5	1.00	25.1	D	9.6	B
T	0.641	0.700	90.0	5.6	1123	0.9	0.85	5.5	B		
WB											
T	0.896	0.444	90.0	17.5	713	10.0	0.85	23.4	C	22.6	C
R	0.027	0.678	90.0	3.6	924	0.0	0.85	3.1	A		
NB											
SB											
L	0.278	0.233	90.0	21.5	356	0.1	1.00	21.6	C	21.6	C

Intersection Delay = 15.5 (sec/veh) Intersection LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..NY 207/NY 300/NY 207
AREA TYPE.....CBD
ANALYST.....JTR
DATE.....6/27/88
TIME.....PM HOUR (4:30-5:30)
COMMENT.....1990 EXTERNAL TRAFFIC VOLUMES (ETV)

	VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB		WB	NB		SB
LT	137	0	0	126	L	12.0	T	12.0	12.0	L	12.0
TH	752	959	0	0	T	12.0	R	12.0	12.0		12.0
RT	0	136	0	0		12.0		12.0	12.0		12.0
RR	0	60	0	0		12.0		12.0	12.0		12.0
						12.0		12.0	12.0		12.0
						12.0		12.0	12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	8.3	3
WB	0.00	2.00	N	0	0	0.90	0	N	8.3	3
NB	0.00	2.00	N	0	0	0.90	0	N	19.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	19.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 99.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X	X				TH				
	RT						RT				
	PD						PD				
WB	LT					SB	LT	X			
	TH		X				TH				
	RT		X				RT				
	PD						PD				
GREEN		13.0	62.0	0.0	0.0	GREEN		15.0	0.0	0.0	0.0
YELLOW		3.0	3.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.761	0.131	42.0	E	9.7	B
	T	0.661	0.788	3.8	A		
WB	T	1.061	0.626	47.1	E	43.8	E
	R	0.079	0.778	1.7	A		
SB	L	0.606	0.152	33.0	D	33.0	D

INTERSECTION: Delay = 28.3 (sec/veh) V/C = 0.942 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS

****

IDENTIFYING INFORMATION

==========

NAME OF THE EAST/WEST STREET.....NY 207/NY 300

NAME OF THE NORTH/SOUTH STREET.....NY 207

AREA TYPE.....CBD

NAME OF THE ANALYST.....JTR

DATE OF THE ANALYSIS.....6/27/88

TIME PERIOD ANALYZED.....PM HOUR (4:30-5:30)

OTHER INFORMATION:
1990 EXTERNAL TRAFFIC VOLUMES (ETV)

TRAFFIC VOLUMES

==========

	EB	WB	NB	SB
LEFT	137	0	0	126
THRU	752	959	0	0
RIGHT	0	136	0	0
RTOR	0	60	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)

INTERSECTION GEOMETRY

NUMBER OF LANES PER DIRECTION INCLUDING TURN BAYS:
EASTBOUND = 2 WESTBOUND = 2 NORTHBOUND = 0 SOUTHBOUND = 1

	EB		WB		NB		SB	
LANE	TYPE	WIDTH	TYPE	WIDTH	TYPE	WIDTH	TYPE	WIDTH
1	L	12.0	T	12.0		12.0	L	12.0
2	T	12.0	R	12.0		12.0		12.0
3								
4								
5								
6								

L - EXCLUSIVE LEFT LANE
LT - LEFT/THROUGH LANE
LR - LEFT/RIGHT ONLY LANE
LTR - LEFT/THROUGH/RIGHT LANE
T - EXCLUSIVE THROUGH LANE
TR - THROUGH/RIGHT LANE
R - EXCLUSIVE RIGHT LANE

ADJUSTMENT FACTORS

	GRADE (%)	HEAVY VEH. (%)	ADJACENT PKG Y/N	(Nm)	BUSES (Nb)	PHF
EASTBOUND	0.00	2.00	N	0	0	0.90
WESTBOUND	0.00	2.00	N	0	0	0.90
NORTHBOUND	0.00	2.00	N	0	0	0.90
SOUTHBOUND	0.00	2.00	N	0	0	0.90

Nm = number of parking maneuvers/hr; Nb = number of buses stopping/hr

	CONFLICTING PEDS (peds/hour)	PEDESTRIAN BUTTON (Y/N)	(min T)	ARRIVAL TYPE
EASTBOUND	0	N	8.3	3
WESTBOUND	0	N	8.3	3
NORTHBOUND	0	N	19.8	3
SOUTHBOUND	0	N	19.8	3

min T = minimum green time for pedestrians

SIGNAL SETTINGS - OPERATIONAL ANALYSIS

ACTUATED LOST TIME/PHASE = 3.0 CYCLE LENGTH = 99.0

EAST/WEST PHASING

	PHASE-1	PHASE-2	PHASE-3	PHASE-4
EASTBOUND				
LEFT	X			
THRU	X	X		
RIGHT				
PEDS				
WESTBOUND				
LEFT				
THRU		X		
RIGHT		X		
PEDS				
NORTHBOUND RT				
SOUTHBOUND RT				
GREEN	13.0	62.0	0.0	0.0
YELLOW + ALL RED	3.0	3.0	0.0	0.0

NORTH/SOUTH PHASING

	PHASE-1	PHASE-2	PHASE-3	PHASE-4
NORTHBOUND				
LEFT				
THRU				
RIGHT				
PEDS				
SOUTHBOUND				
LEFT	X			
THRU				
RIGHT				
PEDS				
EASTBOUND RT				
WESTBOUND RT	X			
GREEN	15.0	0.0	0.0	0.0
YELLOW + ALL RED	3.0	0.0	0.0	0.0

VOLUME ADJUSTMENT WORKSHEET

	MVT. VOL.	PHF	ADJ. VOL.	LANE GRP.	LANE GRP. VOL.	NO. LN	LANE UTIL. FACT.	GROWTH FACT.	ADJ. GRP. VOL.	PROP LT	PROP RT
EB											
LT	137	0.90	152	L	152	1	1.000	1.000	152	1.00	0.00
TH	752	0.90	836	T	836	1	1.000	1.000	836	0.00	0.00
RT	0	0.90	0								
WB											
LT	0	0.90	0								
TH	959	0.90	1066	T	1066	1	1.000	1.000	1066	0.00	0.00
RT	136	0.90	84	R	84	1	1.000	1.000	84	0.00	1.00
NB											
LT	0	0.90	0								
TH	0	0.90	0								
RT	0	0.90	0								
SB											
LT	126	0.90	140	L	140	1	1.000	1.000	140	1.00	0.00
TH	0	0.90	0								
RT	0	0.90	0								

* Denotes a Defacto Left Turn Lane Group

SATURATION FLOW ADJUSTMENT WORKSHEET

	IDEAL SAT. FLOW	NO. LNS	f W	f HV	f G	f p	f BB	f A	f RT	f LT	ADJ. SAT. FLOW
EB											
L	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	0.950	1524
T	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	1.000	1604
WB											
T	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	1.000	1604
R	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	0.850	1.000	1363
NB											
SB											
L	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1:000	0.950	1524

CAPACITY ANALYSIS WORKSHEET

	ADJ. FLOW RATE (v)	ADJ. SAT. FLOW RATE (s)	FLOW RATIO (v/s)	GREEN RATIO (g/C)	LANE GROUP CAPACITY (c)	v/c RATIO	
EB							
L	152	1524	0.100	0.131	200	0.761	*
T	836	1604	0.521	0.788	1264	0.661	
WB							
T	1066	1604	0.664	0.626	1004	1.061	*
R	84	1363	0.062	0.778	1060	0.079	
NB							
SB							
L	140	1524	0.092	0.152	231	0.606	*

Cycle Length, C = 99.0 sec. Sum (v/s) critical = 0.856
Lost Time Per Cycle, L = 9.0 sec. X critical = 0.942

LEVEL-OF-SERVICE WORKSHEET

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.761	0.131	99.0	31.5	200	10.5	1.00	42.0	E	9.7	B
T	0.661	0.788	99.0	3.5	1264	0.9	0.85	3.8	A		
WB											
T	1.061	0.626	99.0	15.7	1004	39.8	0.85	47.1	E	43.8	E
R	0.079	0.778	99.0	2.0	1060	0.0	0.85	1.7	A		
NB											
SB											
L	0.606	0.152	99.0	29.8	231	3.2	1.00	33.0	D	33.0	D

Intersection Delay = 28.3 (sec/veh) Intersection LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..NY 207/NY 300/NY 207
AREA TYPE.....CBD
ANALYST.....JTR
DATE.....6/27/88
TIME.....PM HOUR (4:30-5:30)
COMMENT.....1990 COMBINED TRAFFIC VOLUMES (CTV)

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	139	0	0	135	: L	12.0	T	12.0		12.0	L	12.0	
TH	752	959	0	0	: T	12.0	R	12.0		12.0		12.0	
RT	0	138	0	0	:	12.0		12.0		12.0		12.0	
RR	0	60	0	0	:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	0	N	8.3	3
WB	0.00	2.00	N	0	0	0.90	0	N	8.3	3
NB	0.00	2.00	N	0	0	0.90	0	N	19.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	19.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 99.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X	X				TH				
	RT						RT				
	PD						PD				
WB	LT					SB	LT	X			
	TH		X				TH				
	RT		X				RT				
	PD						PD				
GREEN		13.0	62.0	0.0	0.0	GREEN		15.0	0.0	0.0	0.0
YELLOW		3.0	3.0	0.0	0.0	YELLOW		3.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.772	0.131	42.8	E	9.9	B
	T	0.661	0.788	3.8	A		
WB	T	1.061	0.626	47.1	E	43.7	E
	R	0.081	0.778	1.7	A		
SB	L	0.650	0.152	34.4	D	34.4	D

INTERSECTION: Delay = 28.5 (sec/veh) V/C = 0.951 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS

****

IDENTIFYING INFORMATION

==========

NAME OF THE EAST/WEST STREET.....NY 207/NY 300

NAME OF THE NORTH/SOUTH STREET.....NY 207

AREA TYPE.....CBD

NAME OF THE ANALYST.....JTR

DATE OF THE ANALYSIS.....6/27/88

TIME PERIOD ANALYZED.....PM HOUR (4:30-5:30)

OTHER INFORMATION:
1990 COMBINED TRAFFIC VOLUMES (CTV)

TRAFFIC VOLUMES

==========

	EB	WB	NB	SB
LEFT	139	0	0	135
THRU	752	959	0	0
RIGHT	0	138	0	0
RTOR	0	60	0	0

(RTOR volume must be less than or equal to RIGHT turn volumes.)

INTERSECTION GEOMETRY

NUMBER OF LANES PER DIRECTION INCLUDING TURN BAYS:
EASTBOUND = 2 WESTBOUND = 2 NORTHBOUND = 0 SOUTHBOUND = 1

	EB		WB		NB		SB	
LANE	TYPE	WIDTH	TYPE	WIDTH	TYPE	WIDTH	TYPE	WIDTH
1	L	12.0	T	12.0		12.0	L	12.0
2	T	12.0	R	12.0		12.0		12.0
3								
4								
5								
6								

L - EXCLUSIVE LEFT LANE
LT - LEFT/THROUGH LANE
LR - LEFT/RIGHT ONLY LANE
LTR - LEFT/THROUGH/RIGHT LANE
T - EXCLUSIVE THROUGH LANE
TR - THROUGH/RIGHT LANE
R - EXCLUSIVE RIGHT LANE

ADJUSTMENT FACTORS

	GRADE (%)	HEAVY VEH. (%)	ADJACENT PKG Y/N	(Nm)	BUSES (Nb)	PHF
EASTBOUND	0.00	2.00	N	0	0	0.90
WESTBOUND	0.00	2.00	N	0	0	0.90
NORTHBOUND	0.00	2.00	N	0	0	0.90
SOUTHBOUND	0.00	2.00	N	0	0	0.90

Nm = number of parking maneuvers/hr; Nb = number of buses stopping/hr

	CONFLICTING PEDS (peds/hour)	PEDESTRIAN BUTTON (Y/N)	(min T)	ARRIVAL TYPE
EASTBOUND	0	N	8.3	3
WESTBOUND	0	N	8.3	3
NORTHBOUND	0	N	19.8	3
SOUTHBOUND	0	N	19.8	3

min T = minimum green time for pedestrians

SIGNAL SETTINGS - OPERATIONAL ANALYSIS

ACTUATED LOST TIME/PHASE = 3.0 CYCLE LENGTH = 99.0

EAST/WEST PHASING

	PHASE-1	PHASE-2	PHASE-3	PHASE-4
EASTBOUND				
LEFT	X			
THRU	X	X		
RIGHT				
PEDS				
WESTBOUND				
LEFT				
THRU		X		
RIGHT		X		
PEDS				
NORTHBOUND RT				
SOUTHBOUND RT				
GREEN	13.0	62.0	0.0	0.0
YELLOW + ALL RED	3.0	3.0	0.0	0.0

NORTH/SOUTH PHASING

	PHASE-1	PHASE-2	PHASE-3	PHASE-4
NORTHBOUND				
LEFT				
THRU				
RIGHT				
PEDS				
SOUTHBOUND				
LEFT	X			
THRU				
RIGHT				
PEDS				
EASTBOUND RT				
WESTBOUND RT	X			
GREEN	15.0	0.0	0.0	0.0
YELLOW + ALL RED	3.0	0.0	0.0	0.0

VOLUME ADJUSTMENT WORKSHEET

	MVT. VOL.	PHF	ADJ. VOL.	LANE GRP.	LANE GRP. VOL.	NO. LN	LANE UTIL. FACT.	GROWTH FACT.	ADJ. GRP. VOL.	PROP LT	PROP RT
EB											
LT	139	0.90	154	L	154	1	1.000	1.000	154	1.00	0.00
TH	752	0.90	836	T	836	1	1.000	1.000	836	0.00	0.00
RT	0	0.90	0								
WB											
LT	0	0.90	0								
TH	959	0.90	1066	T	1066	1	1.000	1.000	1066	0.00	0.00
RT	138	0.90	86	R	86	1	1.000	1.000	86	0.00	1.00
NB											
LT	0	0.90	0								
TH	0	0.90	0								
RT	0	0.90	0								
SB											
LT	135	0.90	150	L	150	1	1.000	1.000	150	1.00	0.00
TH	0	0.90	0								
RT	0	0.90	0								

* Denotes a Defacto Left Turn Lane Group

SATURATION FLOW ADJUSTMENT WORKSHEET

	IDEAL SAT. FLOW	NO. LNS	f W	f HV	f G	f p	f BB	f A	f RT	f LT	ADJ. SAT. FLOW
EB											
L	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	0.950	1524
T	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	1.000	1604
WB											
T	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	1.000	1604
R	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	0.850	1.000	1363
NB											
SB											
L	1800	1	1.000	0.990	1.000	1.000	1.000	0.900	1.000	0.950	1524

CAPACITY ANALYSIS WORKSHEET

	ADJ. FLOW RATE (v)	ADJ. SAT. FLOW RATE (s)	FLOW RATIO (v/s)	GREEN RATIO (g/C)	LANE GROUP CAPACITY (c)	v/c RATIO	
EB							
L	154	1524	0.101	0.131	200	0.772	*
T	836	1604	0.521	0.788	1264	0.661	
WB							
T	1066	1604	0.664	0.626	1004	1.061	*
R	86	1363	0.063	0.778	1060	0.081	
NB							
SB							
L	150	1524	0.098	0.152	231	0.650	*

Cycle Length, C = 99.0 sec.
Lost Time Per Cycle, L = 9.0 sec.

Sum (v/s) critical = 0.864
X critical = 0.951

LEVEL-OF-SERVICE WORKSHEET

	v/c RATIO	g/C RATIO	CYCLE LEN.	DELAY d 1	LANE GROUP CAP.	DELAY d 2	PROG. FACT.	LANE GRP. DELAY	LANE GRP. LOS	DELAY BY APP.	LOS BY APP.
EB											
L	0.772	0.131	99.0	31.6	200	11.3	1.00	42.8	E	9.9	B
T	0.661	0.788	99.0	3.5	1264	0.9	0.85	3.8	A		
WB											
T	1.061	0.626	99.0	15.7	1004	39.8	0.85	47.1	E	43.7	E
R	0.081	0.778	99.0	2.0	1060	0.0	0.85	1.7	A		
NB											
SB											
L	0.650	0.152	99.0	30.0	231	4.3	1.00	34.4	D	34.4	D

Intersection Delay = 28.5 (sec/veh) Intersection LOS = D

```
LOCATION:NY-300 & NY-207                         |NAME:88107: 1990 ETV AM
----------------------------------------------------------------------------------
HOURLY VOLUMES                                   | VOLUMES IN PCPH
                                             N   |
 Major street:NY-300                         v   |
=============================================== | ================================
N= 1                          <---V5---   807   |                        <---V5---
Grade    575---V2--->         v---V4---     0   |        ---V2--->       v---V4---
  0%       0---V3---v                  N= 1     |        ---V3---v
================= <|     |> ==========          | ================= <|   |> =======
Date of Counts: |   |     |   |                 |                 |  |   |   |
6/88            |   V7   V9   |   STOP          |                 |  V7  V9  |
Time Period:    |   |     |   | X YIELD         |                 |  |   |   |
AM              |   0    105|                   |                 |  0  116|
Approach Speed:  Minor Street:    Grade         |
45              NY-207             0%           |
PHF: 1             N= 1
Population: 24000
==================================================================================
VOLUME ADJUSTMENTS
----------------------------------------------------------------------------------
Movement no.            |    2    |    3    |    4    |    5    |    7    |   9
----------------------------------------------------------------------------------
Volume (vph)            |   575   |    0    |    0    |   807   |    0    |  105
----------------------------------------------------------------------------------
Vol(pcph),see Table 10.1|XXXXXXXX|XXXXXXXX|    0    |XXXXXXXX|    0    |  116
==================================================================================
STEP 1 : RT From Minor Street           |            /-> V9
==================================================================================
Conflicting Flows, Vc                   | 1/2 V3+V2= 0 + 575 = 575 vph(Vc9)
Critical Gap, Tc                        | Tc=   5.3 secs (Tab.10.2)
Potential Capacity, Cp                  | Cp9=   601 pcph (Fig.10.3)
Actual Capacity, Cm                     | Cm9=Cp9=   601 pcph
==================================================================================
STEP 2 : LT From Major Street           |            v-- V4
==================================================================================
Conflicting Flows, Vc                   | V3+V2= 0 + 575 = 575 vph(Vc4)
Critical Gap, Tc                        | Tc=   5.3 secs (Tab.10.2)
Potential Capacity, Cp                  | Cp4=   601 pcph (Fig.10.3)
% of Cp utilized and Impedance Factor   | (V4/Cp4)x100=     0% P4=    1
Actual Capacity, Cm         (Fig.10.5)  | Cm4=Cp4=   601 pcph
==================================================================================
STEP 3 : LT From Minor Street           |            <-\ V7
==================================================================================
Conflicting Flows, Vc                   | 1/2 V3+V2+V5+V4=
                                        | 0 + 575 + 807 + 0 = 1382 vph(Vc7)
Critical Gap, Tc                        | Tc=   6.6 secs (Tab.10.2)
Potential Capacity, Cp                  | Cp7=   124 pcph (Fig.10.3)
Actual Capacity, Cm                     | Cm7=Cp7xP4= 124 x 1 = 124 pcph
==================================================================================
SHARED LANE CAPACITY    SH = (V7+V9)/((V7/Cm7)+(V9/Cm9)) if lane is shared
```

MOVEMENT	V(PCPH)	CM(PCPH)	CSH(PCPH)	CR (CM-V)	CR (CSH-V)	LOS CM	LOS CSH
7	0	124	601	124	485	D	A
9	116	601	601	485	485	A	A
4	0	601		601		A	

LOCATION:NY-300 & NY-207 | NAME:88108: 1990 CTV AM

HOURLY VOLUMES

Major street:NY-300

N= 1 Grade 0% 575---V2---> 0---V3---v <---V5--- 817 v---V4--- 0 N= 1

Date of Counts: 6/88
Time Period: AM
V7 = 0, V9 = 106, STOP, X YIELD

Approach Speed: 45
Minor Street: NY-207
Grade: 0%
PHF: 1 N= 1
Population: 24000

VOLUMES IN PCPH

---V2---> ---V3---v <---V5--- v---V4---

V7 = 0, V9 = 117

VOLUME ADJUSTMENTS

Movement no.	2	3	4	5	7	9
Volume (vph)	575	0	0	817	0	106
Vol(pcph),see Table 10.1	XXXXXXXX	XXXXXXXX	0	XXXXXXXX	0	117

STEP 1 : RT From Minor Street /-> V9

Conflicting Flows, Vc: 1/2 V3+V2= 0 + 575 = 575 vph(Vc9)
Critical Gap, Tc: Tc= 5.3 secs (Tab.10.2)
Potential Capacity, Cp: Cp9= 601 pcph (Fig.10.3)
Actual Capacity, Cm: Cm9=Cp9= 601 pcph

STEP 2 : LT From Major Street v-- V4

Conflicting Flows, Vc: V3+V2= 0 + 575 = 575 vph(Vc4)
Critical Gap, Tc: Tc= 5.3 secs (Tab.10.2)
Potential Capacity, Cp: Cp4= 601 pcph (Fig.10.3)
% of Cp utilized and Impedance Factor (Fig.10.5): (V4/Cp4)x100= 0% P4= 1
Actual Capacity, Cm: Cm4=Cp4= 601 pcph

STEP 3 : LT From Minor Street <-\ V7

Conflicting Flows, Vc: 1/2 V3+V2+V5+V4= 0 + 575 + 817 + 0 = 1392 vph(Vc7)
Critical Gap, Tc: Tc= 6.6 secs (Tab.10.2)
Potential Capacity, Cp: Cp7= 122 pcph (Fig.10.3)
Actual Capacity, Cm: Cm7=Cp7xP4= 122 x 1 = 122 pcph

SHARED LANE CAPACITY SH = (V7+V9)/((V7/Cm7)+(V9/Cm9)) if lane is shared

MOVEMENT	V(PCPH)	CM(PCPH)	CSH(PCPH)	CR (CM-V)	CR (CSH-V)	LOS CM	LOS CSH
7	0	122	601	122	484	D	A
9	117	601	601	484	484	A	A
4	0	601		601		A	

```
LOCATION:NY-300 & NY-207                   INAME:88109: 1990 ETV PM
-----------------------------------------------------------------------------------
HOURLY VOLUMES                           | VOLUMES IN PCPH
                                     N   |
 Major street:NY-300                 v   |
======================================== | =======================================
N= 1                    <---V5---   889  |                               <---V5---
Grade   959---V2--->    v---V4---     0  |         ---V2--->             v---V4---
  0%     0---V3---v              N= 1    |         ---V3---v
===============  <I     I>  ==========   | ===============   <I    I>   =========
Date of Counts: I  I     I   I           |                I   I    I   I
6/88            I  V7    V9  I   STOP    |                I   V7   V9  I
Time Period:    I  I     I   I X YIELD   |                I   I    I   I
PM              I  0     165I            |                I   0    182I
Approach Speed:  Minor Street:   Grade   |
45              NY-207            0%     |
PHF: 1             N= 1
Population: 24000
===================================================================================
VOLUME ADJUSTMENTS
-----------------------------------------------------------------------------------
Movement no.               |   2   |    3   |    4   |    5   |    7   |    9
-----------------------------------------------------------------------------------
Volume (vph)               |  959  |    0   |    0   |   889  |    0   |   165
-----------------------------------------------------------------------------------
Vol(pcph),see Table 10.1|XXXXXXXX|XXXXXXXX|   0   |XXXXXXXX|    0   |   182
===================================================================================
STEP 1 : RT From Minor Street            |           /-> V9
===================================================================================
Conflicting Flows, Vc                    | 1/2 V3+V2= 0 + 959 = 959 vph(Vc9)
Critical Gap, Tc                         | Tc=  5.3 secs (Tab.10.2)
Potential Capacity, Cp                   | Cp9=  374 pcph (Fig.10.3)
Actual Capacity, Cm                      | Cm9=Cp9=  374 pcph
===================================================================================
STEP 2 : LT From Major Street            |           v-- V4
===================================================================================
Conflicting Flows, Vc                    | V3+V2= 0 + 959 = 959 vph(Vc4)
Critical Gap, Tc                         | Tc=  5.3 secs (Tab.10.2)
Potential Capacity, Cp                   | Cp4=  374 pcph (Fig.10.3)
% of Cp utilized and Impedance Factor    | (V4/Cp4)x100=    0% P4=   1
Actual Capacity, Cm          (Fig.10.5)  | Cm4=Cp4=  374 pcph
===================================================================================
STEP 3 : LT From Minor Street            |           <-\ V7
===================================================================================
Conflicting Flows, Vc                    | 1/2 V3+V2+V5+V4=
                                         | 0 + 959 + 889 + 0 = 1700 vph(Vc7)
Critical Gap, Tc                         | Tc=  6.6 secs (Tab.10.2)
Potential Capacity, Cp                   | Cp7=   81 pcph (Fig.10.3)
Actual Capacity, Cm                      | Cm7=Cp7xP4= 81 x 1 = 81 pcph
===================================================================================
SHARED LANE CAPACITY    SH = (V7+V9)/((V7/Cm7)+(V9/Cm9)) if lane is shared
```

MOVEMENT	V(PCPH)	CM(PCPH)	CSH(PCPH)	CR (CM-V)	CR (CSH-V)	LOS CM	LOS CSH
7	0	81	374	81	192	E	D
9	182	374	374	192	192	D	D
4	0	374		374		B	

LOCATION:NY-300 & NY-207 | NAME:881010: 1990 CTV PM

HOURLY VOLUMES | **VOLUMES IN PCPH**

Major street:NY-300 (N ↓)

N= 1 <---V5--- 891
Grade 959---V2---> v---V4--- 0
0% 0---V3---v N= 1

Date of Counts: 6/88 | V7 0 | V9 175 | STOP / X YIELD
Time Period: PM
Approach Speed: 45
Minor Street: NY-207, N= 1
Grade 0%
PHF: 1
Population: 24000

Volumes in PCPH: ---V2--->, ---V3---v, <---V5---, v---V4---; V7 0, V9 193

VOLUME ADJUSTMENTS

Movement no.	2	3	4	5	7	9
Volume (vph)	959	0	0	891	0	175
Vol(pcph),see Table 10.1	XXXXXXXX	XXXXXXXX	0	XXXXXXXX	0	193

STEP 1 : RT From Minor Street | /-> V9

Conflicting Flows, Vc	1/2 V3+V2= 0 + 959 = 959 vph(Vc9)
Critical Gap, Tc	Tc= 5.3 secs (Tab.10.2)
Potential Capacity, Cp	Cp9= 374 pcph (Fig.10.3)
Actual Capacity, Cm	Cm9=Cp9= 374 pcph

STEP 2 : LT From Major Street | v-- V4

Conflicting Flows, Vc	V3+V2= 0 + 959 = 959 vph(Vc4)
Critical Gap, Tc	Tc= 5.3 secs (Tab.10.2)
Potential Capacity, Cp	Cp4= 374 pcph (Fig.10.3)
% of Cp utilized and Impedance Factor	(V4/Cp4)x100= 0% P4= 1
Actual Capacity, Cm (Fig.10.5)	Cm4=Cp4= 374 pcph

STEP 3 : LT From Minor Street | <-\ V7

Conflicting Flows, Vc	1/2 V3+V2+V5+V4= 0 + 959 + 891 + 0 = 1700 vph(Vc7)
Critical Gap, Tc	Tc= 6.6 secs (Tab.10.2)
Potential Capacity, Cp	Cp7= 81 pcph (Fig.10.3)
Actual Capacity, Cm	Cm7=Cp7xP4= 81 x 1 = 81 pcph

SHARED LANE CAPACITY

SH = (V7+V9)/((V7/Cm7)+(V9/Cm9)) if lane is shared

MOVEMENT	V(PCPH)	CM(PCPH)	CSH(PCPH)	CR (CM-V)	CR (CSH-V)	LOS CM	LOS CSH
7	0	81	374	81	181	E	D
9	193	374	374	181	181	D	D
4	0	374		374		B	

```
LOCATION:NY-207 & D'WAY A                       |NAME:881011: 1990 CTV AM
-----------------------------------------------------------------------------
HOURLY VOLUMES                                  | VOLUMES IN PCPH
                                           N    |
 Major street:NY-207                       v    |
======================================== | ====================================
N= 1                       <---V5---   233  |                        <---V5---
Grade     88---V2--->      v---V4---    19  |        ---V2--->        v---V4---
 0%        1---V3---v              N= 1     |        ---V3---v
================  <|      |>  ==========    | ================  <|     |>  =======
Date of Counts: |   |      |   |            |                 |   |    |    |
6/88            |   V7     V9  | X STOP     |                 |   V7   V9   |
Time Period:    |   |      |   |   YIELD    |                 |   |    |    |
AM              |    1        1|            |                 |    1       1|
Approach Speed:  Minor Street:    Grade     |
30               D'WAY A           0%       |
PHF: 1              N= 2
Population: 24000
=============================================================================
```

VOLUME ADJUSTMENTS

Movement no.	2	3	4	5	7	9
Volume (vph)	88	1	19	233	1	1
Vol(pcph),see Table 10.1	XXXXXXXX	XXXXXXXX	21	XXXXXXXX	1	1

```
=============================================================================
STEP 1 : RT From Minor Street               |        /-> V9
=============================================================================
Conflicting Flows, Vc                       | 1/2 V3+V2= 1 + 88 = 89 vph(Vc9)
Critical Gap, Tc                            | Tc=  5.3 secs (Tab.10.2)
Potential Capacity, Cp                      | Cp9= 1000 pcph (Fig.10.3)
Actual Capacity, Cm                         | Cm9=Cp9= 1000 pcph
=============================================================================
STEP 2 : LT From Major Street               |        v-- V4
=============================================================================
Conflicting Flows, Vc                       | V3+V2= 1 + 88 = 89 vph(Vc4)
Critical Gap, Tc                            | Tc=  5.3 secs (Tab.10.2)
Potential Capacity, Cp                      | Cp4= 1000 pcph (Fig.10.3)
% of Cp utilized and Impedance Factor       | (V4/Cp4)x100=  2.1% P4= .99
Actual Capacity, Cm          (Fig.10.5)     | Cm4=Cp4= 1000 pcph
=============================================================================
STEP 3 : LT From Minor Street               |        <-\ V7
=============================================================================
Conflicting Flows, Vc                       | 1/2 V3+V2+V5+V4=
                                            | 1 + 88 + 233 + 19 = 341 vph(Vc7)
Critical Gap, Tc                            | Tc=  6.6 secs (Tab.10.2)
Potential Capacity, Cp                      | Cp7=  590 pcph (Fig.10.3)
Actual Capacity, Cm                         | Cm7=Cp7xP4= 590 x .99 = 584 pcph
=============================================================================
SHARED LANE CAPACITY    SH = (V7+V9)/((V7/Cm7)+(V9/Cm9)) if lane is shared
```

MOVEMENT	V(PCPH)	CM(PCPH)	CSH(PCPH)	CR (CM-V)	CR (CSH-V)	LOS CM	LOS CSH
7	1	584		583		A	
9	1	1000		999		A	
4	21	1000		979		A	

```
LOCATION:NY-207 & D'WAY A                        |NAME:881012: 1990 CTV PM
-------------------------------------------------------------------------------
HOURLY VOLUMES                                   | VOLUMES IN PCPH
                                           N     |
 Major street:NY-207                       v     |
=============================================== | ==============================
N= 1                     <---V5---   272   |
Grade    126---V2--->     v---V4---     4   |               <---V5---
  0%        0---V3---v              N= 1   |        ---V2--->     v---V4---
=================  <|     |>  ==========   |        ---V3---v
Date of Counts: |    |     |    |           | =================  <|    |>  ======
6/88            |   V7    V9    |  X STOP   |                   |   |    |    |
Time Period:    |    |     |    |    YIELD  |                   |  V7   V9    |
PM              |    3      9|              |                   |   |    |    |
Approach Speed:  Minor Street:    Grade     |                   |   3     10|
30             D'WAY A             0%       |
PHF: 1            N= 2
Population: 24000
===============================================================================
VOLUME ADJUSTMENTS
-------------------------------------------------------------------------------
Movement no.              |    2    |    3    |    4    |    5    |    7    |    9
-------------------------------------------------------------------------------
Volume (vph)              |   126   |    0    |    4    |   272   |    3    |    9
-------------------------------------------------------------------------------
Vol(pcph),see Table 10.1|XXXXXXXX|XXXXXXXX|    4    |XXXXXXXX|    3    |   10
===============================================================================
STEP 1 : RT From Minor Street              |            /-> V9
===============================================================================
Conflicting Flows, Vc                      | 1/2 V3+V2= 0 + 126 = 126 vph(Vc9)
Critical Gap, Tc                           | Tc=  5.5 secs (Tab.10.2)
Potential Capacity, Cp                     | Cp9=  968 pcph (Fig.10.3)
Actual Capacity, Cm                        | Cm9=Cp9=  968 pcph
===============================================================================
STEP 2 : LT From Major Street              |            v-- V4
===============================================================================
Conflicting Flows, Vc                      | V3+V2= 0 + 126 = 126 vph(Vc4)
Critical Gap, Tc                           | Tc=    5 secs (Tab.10.2)
Potential Capacity, Cp                     | Cp4= 1000 pcph (Fig.10.3)
% of Cp utilized and Impedance Factor      | (V4/Cp4)x100=   .4% P4=   1
Actual Capacity, Cm          (Fig.10.5)    | Cm4=Cp4= 1000 pcph
===============================================================================
STEP 3 : LT From Minor Street              |            <-\ V7
===============================================================================
Conflicting Flows, Vc                      | 1/2 V3+V2+V5+V4=
                                           | 0 + 126 + 272 + 4 = 402 vph(Vc7)
Critical Gap, Tc                           | Tc=  6.5 secs (Tab.10.2)
Potential Capacity, Cp                     | Cp7=  559 pcph (Fig.10.3)
Actual Capacity, Cm                        | Cm7=Cp7xP4= 559 x 1 = 559 pcph
===============================================================================
SHARED LANE CAPACITY    SH = (V7+V9)/((V7/Cm7)+(V9/Cm9)) if lane is shared

                                                     CR        CR      LOS   LOS
MOVEMENT    V(PCPH)    CM(PCPH)    CSH(PCPH)      (CM-V)   (CSH-V)     CM    CSH
===============================================================================
    7          3          559                       556                A
    9         10          968                       958                A
    4          4         1000                       996                A
```

```
LOCATION:NY-207 & D'WAY B                  |NAME:881013: 1990 CTV AM
------------------------------------------------------------------------------
HOURLY VOLUMES                           ^  | VOLUMES IN PCPH
                                         N  |
 Major street:NY-207                        |
=========================================== | ================================
N= 1                     <---V5---   105    |                    <---V5---
Grade    0---V2--->      v---V4---     2    |      ---V2--->     v---V4---
 0%      0---V3---v              N= 1       |      ---V3---v
================  <|     |>  ==========     | ================  <|   |>  ======
Date of Counts: |    |     |    |           |                 |    |   |    |
6/88            |   V7    V9    | X STOP    |                 |   V7  V9    |
Time Period:    |    |     |    |   YIELD   |                 |    |   |    |
AM              |    1        0|            |                 |    1      0|
Approach Speed:  Minor Street:    Grade     |
30              D'WAY B           0%        |
PHF: 1              N= 2
Population: 24000
==============================================================================
VOLUME ADJUSTMENTS
------------------------------------------------------------------------------
Movement no.              |   2   |    3   |    4   |    5   |    7   |    9
------------------------------------------------------------------------------
Volume (vph)              |    0  |     0  |     2  |  105   |     1  |    0
------------------------------------------------------------------------------
Vol(pcph),see Table 10.1|XXXXXXXX|XXXXXXXX|     2  |XXXXXXXX|     1  |    0
==============================================================================
STEP 1 : RT From Minor Street               |         /-> V9
==============================================================================
Conflicting Flows, Vc                       | 1/2 V3+V2= 0 + 0 = 0 vph(Vc9)
Critical Gap, Tc                            | Tc=  5.5 secs (Tab.10.2)
Potential Capacity, Cp                      | Cp9= 1000 pcph (Fig.10.3)
Actual Capacity, Cm                         | Cm9=Cp9= 1000 pcph
==============================================================================
STEP 2 : LT From Major Street               |         v-- V4
==============================================================================
Conflicting Flows, Vc                       | V3+V2= 0 + 0 = 0 vph(Vc4)
Critical Gap, Tc                            | Tc=    5 secs (Tab.10.2)
Potential Capacity, Cp                      | Cp4= 1000 pcph (Fig.10.3)
% of Cp utilized and Impedance Factor       | (V4/Cp4)x100=    .2% P4=   1
Actual Capacity, Cm          (Fig.10.5)     | Cm4=Cp4= 1000 pcph
==============================================================================
STEP 3 : LT From Minor Street               |         <-\ V7
==============================================================================
Conflicting Flows, Vc                       | 1/2 V3+V2+V5+V4=
                                            | 0 + 0 + 105 + 2 = 107 vph(Vc7)
Critical Gap, Tc                            | Tc=  6.5 secs (Tab.10.2)
Potential Capacity, Cp                      | Cp7=  813 pcph (Fig.10.3)
Actual Capacity, Cm                         | Cm7=Cp7xP4= 813 x 1 = 813 pcph
==============================================================================
SHARED LANE CAPACITY   SH = (V7+V9)/((V7/Cm7)+(V9/Cm9)) if lane is shared

                                                  CR        CR      LOS   LOS
MOVEMENT   V(PCPH)   CM(PCPH)   CSH(PCPH)      (CM-V)    (CSH-V)    CM    CSH
==============================================================================
    7         1         813                     812                  A
    9         0        1000                    1000                  A
    4         2        1000                     998                  A
```

LOCATION:NY-207 & D'WAY B | NAME:881014: 1990 CTV PM

HOURLY VOLUMES | VOLUMES IN PCPH

N

Major street:NY-207

N= 1 <---V5--- 165
Grade 0---V2---> v---V4--- 0
0% 0---V3---v N= 1

Date of Counts: | V7 V9 | X STOP
6/88 | YIELD
Time Period: | 10 0 |
PM
Approach Speed: Minor Street: Grade
30 D'WAY B 0%
PHF: 1 N= 2
Population: 24000

---V2---> <---V5---
---V3---v v---V4---
V7 V9
11 0

VOLUME ADJUSTMENTS

Movement no.	2	3	4	5	7	9
Volume (vph)	0	0	0	165	10	0
Vol(pcph),see Table 10.1	XXXXXXXX	XXXXXXXX	0	XXXXXXXX	11	0

STEP 1 : RT From Minor Street | /-> V9

Conflicting Flows, Vc | 1/2 V3+V2= 0 + 0 = 0 vph(Vc9)
Critical Gap, Tc | Tc= 5.5 secs (Tab.10.2)
Potential Capacity, Cp | Cp9= 1000 pcph (Fig.10.3)
Actual Capacity, Cm | Cm9=Cp9= 1000 pcph

STEP 2 : LT From Major Street | v-- V4

Conflicting Flows, Vc | V3+V2= 0 + 0 = 0 vph(Vc4)
Critical Gap, Tc | Tc= 5 secs (Tab.10.2)
Potential Capacity, Cp | Cp4= 1000 pcph (Fig.10.3)
% of Cp utilized and Impedance Factor | (V4/Cp4)x100= 0% P4= 1
Actual Capacity, Cm (Fig.10.5) | Cm4=Cp4= 1000 pcph

STEP 3 : LT From Minor Street | <-\ V7

Conflicting Flows, Vc | 1/2 V3+V2+V5+V4=
| 0 + 0 + 165 + 0 = 165 vph(Vc7)
Critical Gap, Tc | Tc= 6.5 secs (Tab.10.2)
Potential Capacity, Cp | Cp7= 755 pcph (Fig.10.3)
Actual Capacity, Cm | Cm7=Cp7xP4= 755 x 1 = 755 pcph

SHARED LANE CAPACITY SH = (V7+V9)/((V7/Cm7)+(V9/Cm9)) if lane is shared

MOVEMENT	V(PCPH)	CM(PCPH)	CSH(PCPH)	CR (CM-V)	CR (CSH-V)	LOS CM	LOS CSH
7	11	755		744		A	
9	0	1000		1000		A	
4	0	1000		1000		A	

THIS AGREEMENT made the 17th day of June, 1992 by and between the TOWN OF NEW WINDSOR, a municipal corporation having its principal place of business at 555 Union Avenue, New Windsor, New York, 12553, hereinafter referred to as "TOWN", and JOHN PIZZO, Route 17K-53, Newburgh, New York, 12550, hereinafter referred to as "OWNER".

W I T N E S S E T H :

WHEREAS, JOHN PIZZO is the owner of New Windsor tax parcel known and designated as Section 4 - Block 1 - Lot 11.1; and

WHEREAS, OWNER has petitioned the TOWN to change the zoning from R-4 (single-family residential) to PO (professional office); and

WHEREAS, the TOWN is willing to change the zoning of the aforesaid parcel provided certain restrictions are agreed upon to limit the amount of development on the said parcel; and

WHEREAS, OWNER agrees to limit the development and comply with other requests of the TOWN.

IT IS HEREBY AGREED AS FOLLOWS:

1. OWNER shall grant an easement to the TOWN on the westerly end of the subject parcel that is triangular in shape, approximately 110 ft. in length and approximately 70 ft. wide at the easterly side of the triangle. This easement will grant to the TOWN the right to place monuments, flags or any other items that are deemed appropriate for community purposes, all structures to be in the sole discretion of the Town Board.

2. OWNER, at his own cost and expense, agrees to construct a large flagpole to be placed on the property.

3. OWNER agrees to install a 110 volt electric line out to the parcel and install lighting for the flag and will allow for future lighting of any monuments that are erected on the premises and this shall be accomplished at OWNER'S cost and expense.

4. OWNER agrees that it will be his responsibility to maintain the easement area and shall also maintain all of the lands that are on state right-of-way areas. OWNER agrees to maintain all lawns and gardens on the parcel in a neat, well-trimmed condition and not allow the grass to exceed six (6) inches in length.

5. OWNER agrees that the proposed building height and location of the shrubbery on the premises will be placed on the property in such a way so as to avoid any interference with sight distance for vehicles traveling in a westerly direction on Route 207 to the point of its intersection with Route 300.

6. OWNER agrees that the maximum developmental coverage will not exceed 63% of the total parcel area.

7. OWNER agrees that the parcel will be used for the construction of an office building only and there shall be no retail sales conducted on the premises.

8. OWNER agrees that he will be bound by any other conditions of the Zoning Board of Appeals or Planning Board.

9. In the event the OWNER defaults in any of the obligations set forth in this agreement, the TOWN shall have the right to perform all or any of the obligations of the owner and the cost for same shall be levied against the property by the TOWN.

TOWN OF NEW WINDSOR

By: George A. Green, Supervisor

John Pizzo

STATE OF NEW YORK)
) SS.:
COUNTY OF ORANGE)

On the 16th day of June, 1992, before me personally appeared GEORGE A. GREEN, to me known, who being by me duly sworn, did depose and say that he resides at 53 Farmstead Road, New Windsor, N. Y. 12553, that he is the Supervisor of the TOWN OF NEW WINDSOR, the municipal corporation described in and which executed the foregoing instrument; that he knows the seal of said corporation; that it was so affixed by Order of the Board of said corporation, and that he signed his name thereto by like order.

Notary Public

PAULINE G. TOWNSEND
Notary Public, State of New York
No. 4643692
Appointed in Orange County
My Commission Expires December 31, 1993

STATE OF NEW YORK)
) SS.:
COUNTY OF ORANGE)

On this 17th day of June, 1992, before me personally appeared JOHN PIZZO, to me known and known to me to be the person described in and which executed the foregoing instrument and acknowledged to me that he executed the same.

Notary Public

PATRICIA A. BARNHART
Notary Public, State of New York
No. 01BA4904434
Qualified in Orange County

(TA DOCDISK#18-031692.mem)

McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
JAMES M. FARR, P.E.

☐ Main Office
45 Quassaick Ave. (Route 300)
New Windsor, New York 12553
(914) 562-8640

☐ Branch Office
507 Broad Street
Milford, Pennsylvania 18337
(717) 296-2765

TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

REVIEW NAME: PIZZO SITE PLAN
PROJECT LOCATION: NYS ROUTES 207 AND 300
SECTION 4-BLOCK 1-LOT 11.1
PROJECT NUMBER: 93-4
DATE: 11 DECEMBER 1996
DESCRIPTION: THE APPLICATION INVOLVES THE DEVELOPMENT OF A TWO-STORY 4,220 SQUARE FOOT OFFICE BUILDING ON THE TRIANGULAR LOT AT THE REFERENCED INTERSECTIONS. THIS PLAN WAS PREVIOUSLY DISCUSSED AT THE 9 OCTOBER 1996 AND 23 OCTOBER 1996 PLANNING BOARD MEETINGS.

1. The Applicant's Engineer has re-drawn the plan and has reduced the building size so as to provide proper parking spaces and aisle widths for vehicle movement.

   It is my opinion that this layout seems acceptable based on a preliminary review and would be adequate for referral to the Zoning Board of Appeals. The plan is not complete nor acceptable for further Planning Board review at this time. Once the Applicant receives the necessary variance(s) from the Zoning Board of Appeals, the plan should be completed to include all the information needed for a complete Planning Board submittal, such that further review can be made.

2. A review of the bulk table indicates that some "proposed" values may need correction before the referral to the ZBA could be made. The Applicant's Engineer should confirm the front yard value, frontage value and confirm that the maximum building height written is 34' and lot coverage value is 57%.

3. Until such time that the Applicant receives the necessary variance(s), I will defer further review and comment on this application.

Respectfully submitted,

Mark J. Edsall, P.E.
Planning Board Engineer
MJEmk
A:PIZZO3.mk

PUBLIC NOTICE OF HEARING BEFORE

ZONING BOARD OF APPEALS

TOWN OF NEW WINDSOR

PLEASE TAKE NOTICE that the Zoning Board of Appeals of the TOWN OF NEW WINDSOR, New York, will hold a Public Hearing pursuant to Section 48-34A of the Zoning Local Law on the following Proposition:

Appeal No. 7

Request of JOHN PIZZO

for a VARIANCE of the Zoning Local Law to permit:

construction of a professional office building with more than the allowable developmental coverage and Sign area;

being a VARIANCE of Section 48-12 - Table of Use/Bulk Regs. - Col. L & 48-18 of the Supp. Sign Regulations

for property situated as follows:

North side of NYS Route 300 (Temple Hill Road) at the Route 207 Intersection

known as tax lot Section 4 Block 1 Lot 11.1.

SAID HEARING will take place on the 24th day of February, 19 97, at New Windsor Town Hall, 555 Union Avenue, New Windsor, New York, beginning at 7:30 o'clock P. M.

James Nugent
Chairman

FORM 2000

Standard N.Y.B.T.U. Form 8007 — Bargain and Sale Deed with Covenant against Grantor's Acts — Individual or Corporation

CONSULT YOUR LAWYER BEFORE SIGNING THIS INSTRUMENT — THIS INSTRUMENT SHOULD BE USED BY LAWYERS ONLY.

066333

THIS INDENTURE, made the 12 day of November, nineteen hundred and eighty-six

BETWEEN MARY MEROSHNEKOFF, 7 Sniffen Road, Westport, Connecticut 06880

party of the first part, and JOHN PIZZO, 31 Dogwood Hills Road, Newburgh NY 12550

party of the second part,

WITNESSETH, that the party of the first part, in consideration of

TEN AND NO/100($10.00)---------- dollars,

lawful money of the United States, paid

by the party of the second part, does hereby grant and release unto the party of the second part, the heirs or successors and assigns of the party of the second part forever,

4-1-11.1

ALL that certain plot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Town of New Windsor, Orange County, New York being triangular in shape and bounded on the north by the present New York State Route 207 on the southeast by Old Route 207 (Old Little Britain Road) and on the southwest by Temple Hill Road. Together with all the right, title and interest of the party of the first part, if any, of,in and to Old Route 207 to the center line thereof.

(201)

STATE OF NEW YORK, COUNTY OF ORANGE ss:

On the 12 day of November 19 86, before me personally came
MARY MEROSHNEKOFF

to me known to be the individual described in and who executed the foregoing instrument and acknowledged that she executed the same.

Notary Public

ALFRED F. CAVALARI
Notary Public in the State of New York
Residing in and for Orange County
Commission expires March 30, 19 87

STATE OF NEW YORK, COUNTY OF ss:

On the day of 19, before me personally came

to me known to be the individual described in and who executed the foregoing instrument, and acknowledged that executed the same.

STATE OF NEW YORK, COUNTY OF ss:

On the day of 19, before me personally came
to me known, who, being by me duly sworn, did depose and say that he resides at No.

that he is the
of , the corporation described in and which executed the foregoing instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed h name thereto by like order.

STATE OF NEW YORK, COUNTY OF ss:

On the day of 19, before me personally came
to me known, who, being by me duly sworn, did depose and say that he resides at No.

that he is the
of , the corporation described in and which executed the foregoing instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed h name thereto by like order.

Bargain and Sale Deed
WITH COVENANT AGAINST GRANTOR'S ACTS

Title No.

TO

SECTION
BLOCK
LOT
COUNTY OR TOWN

180-1-15.1

Recorded at Request of COMMONWEALTH LAND TITLE INSURANCE COMPANY

RETURN BY MAIL TO:

ANDREW P. BIVONA
ATTORNEY AT LAW
10 SOUTH PLANK ROAD
P. O. BOX 2036
NEWBURGH, NEW YORK 12550

STANDARD FORM OF NEW YORK BOARD OF TITLE UNDERWRITERS
Distributed by
COMMONWEALTH LAND TITLE INSURANCE COMPANY

PUBLIC NOTICE OF HEARING BEFORE

ZONING BOARD OF APPEALS

TOWN OF NEW WINDSOR

PLEASE TAKE NOTICE that the Zoning Board of Appeals of the TOWN OF NEW WINDSOR, New York will hold a Public Hearing pursuant to Section 48-34A of the Zoning Local Law on the following proposition:

Appeal No. 4

Request of JOHN PIZZO

for a VARIANCE of the regulations of the Zoning Local Law to permit construction of a professional office building with more than the allowable developmental coverage ~~and a freestanding sign with more than the allowable sign area;~~ being a VARIANCE of Section 48-12 - Table of Use/Bulk Regs.-Col. L,N for property situated as follows:

North side of NYS Route 300 (Temple Hill Road) at the intersection of NYS Route 207, known and designated as New Windsor tax lot Section 4-Blk. 1 - Lot 11.1.

SAID HEARING will take place on the 22nd day of March, 1993, at the New Windsor Town Hall, 555 Union Avenue, New Windsor, N. Y. beginning at 7:30 o'clock P. M.

JAMES NUGENT
Chairman

ZONING REQUIREMENTS

DISTRICT P.O. - PROFESSIONAL OFFICE

SECTION #- BLOCK 1 , LOT 11.1

ITEM	REQ'D	PROPOSED	ZBA
LOT AREA	15,000 SF	34 675.5	-
LOT WIDTH	100'	200'	-
FRONT YARD	35'	39'	-
SIDE YARD	15'	N/A	-
BOTH SIDES	30'	N/A	-
REAR YARD	40'	N/A	-
FRONTAGE	60'	1,141.56	-
MAX. BLDG HT.	35'	3Δ	-
FLOOR AREA RATIO	N/A	N/A	-
LOT COVERAGE	30%	67%	27%

PARKING REQUIREMENTS

REQUIRED PARKING
10 PER OFFICE - 2 OFFICES = 20 SPACE REQ'D

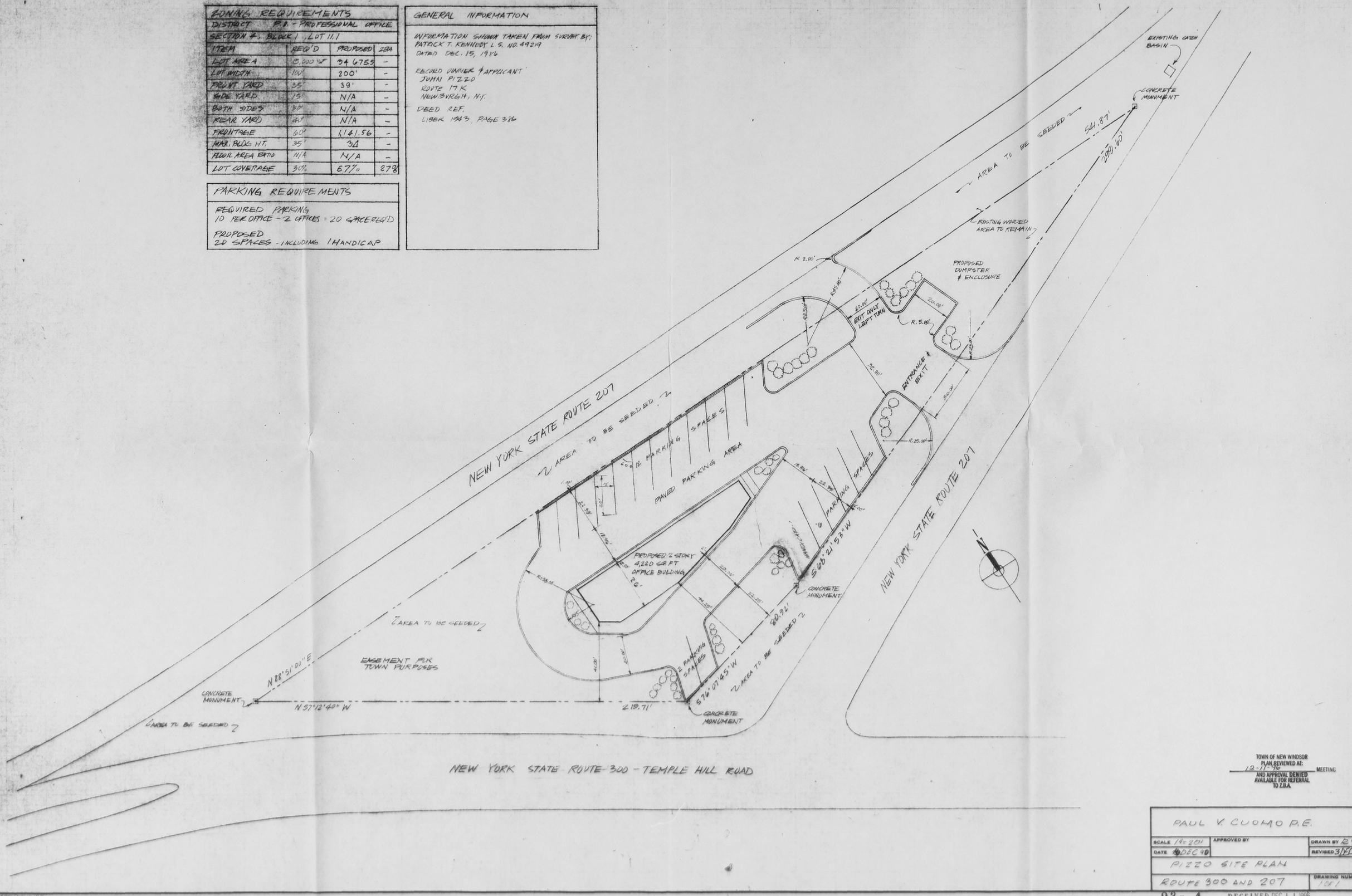
PROPOSED
20 SPACES - INCLUDING 1 HANDICAP

GENERAL INFORMATION

INFORMATION SHOWN TAKEN FROM SURVEY BY:
PATRICK T. KENNEDY L.S. NO. 49219
DATED DEC. 15, 1986

RECORD OWNER & APPLICANT
JOHN PIZZO
ROUTE 17K
NEWBURGH, N.Y.

DEED REF.
LIBER 1943, PAGE 386



TOWN OF NEW WINDSOR
PLAN REVIEWED AT:
12-11-96 MEETING
AND APPROVAL DENIED
AVAILABLE FOR REFERRAL
TO Z.B.A.

PAUL V. CUOMO P.E.

SCALE 1"=20'	APPROVED BY	DRAWN BY RS
DATE 9 DEC 96		REVISED 3 DEC 96

PIZZO SITE PLAN

ROUTE 300 AND 207

DRAWING NUMBER 1 OF 1

93-4

RECEIVED DEC 11 1996

LOCATION MAP

ZONING REQUIREMENTS

DISTRICT P.I. - PROFESSIONAL OFFICE

SECTION 4, BLOCK 1, LOT 11.1

ITEM	REQ'D	PROPOSED	2ND
LOT AREA	15,000 SF	34,675 SF	-
LOT WIDTH	100'	200'	-
FRONT YARD	35'	38'	-
SIDE YARD	15'	N/A	-
BOTH SIDES	30'	N/A	-
REAR YARD	40'	N/A	-
FRONTAGE	60'	614.56	-
MAX. BLDG HT.	35'	30	-
FLOOR AREA RATIO	N/A	N/A	-
LOT COVERAGE	30%	67%	27%

PARKING REQUIREMENTS

REQUIRED PARKING
10 PER OFFICE - 2 OFFICES = 20 SPACES REQ'D

PROPOSED
20 SPACES - INCLUDING 1 HANDICAP

GENERAL INFORMATION

INFORMATION SHOWN TAKEN FROM SURVEY BY:
PATRICK T. KENNEDY L.S. NO. 49219
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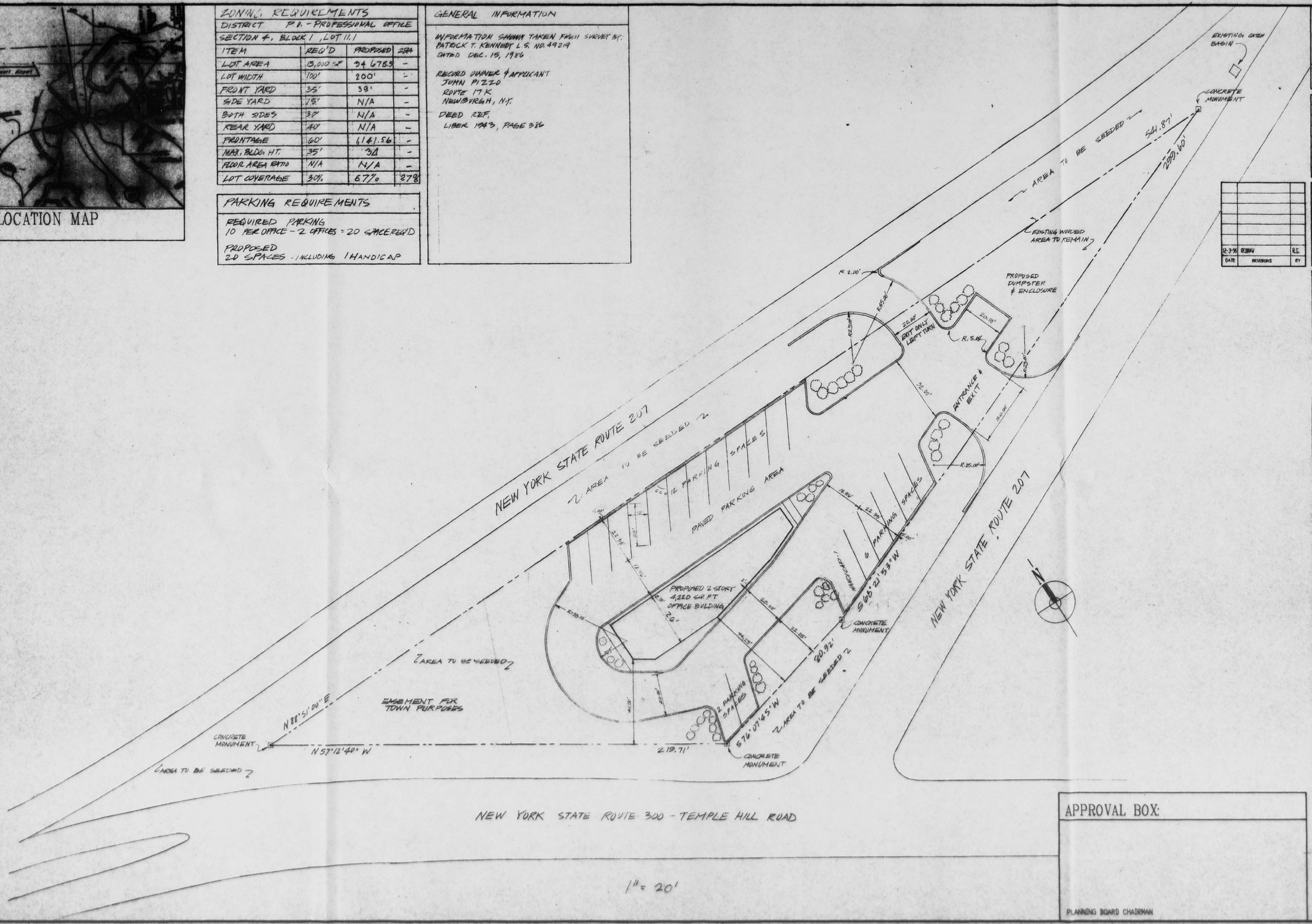
RECORD OWNER & APPLICANT
JOHN PIZZO
ROUTE 17K
NEWBURGH, N.Y.

DEED REF.
LIBER 1943, PAGE 386



NOTE:
THIS PLAN IS COPYRIGHTED
UNAUTHORIZED ALTERATION
TO THIS PLAN IS A VIOLATION
OF SECTION 7209(2) OF THE
NEW YORK STATE EDUCATION
LAW.

DATE	ISSUANCE	BY
10-23-96	REDRAW	R.S.
9-25-96	PARKING REVISIONS	P.V.C.
2-27-91	RESUBMISSIONS	R.D.
2-13-91	REVISIONS	R.D.
12-12-90	REDRAW	MGR.
6-26-90	DETAILS & NOTES	MGR.
2-17-90	REVISION	MGR.
12-3-90	REDRAW	R.S.
DATE	REVISIONS	BY

CUOMO ENGINEERING
STEWART INTERNATIONAL AIRPORT, NEWBURGH, N.Y. 12553 (914) 567-0063

PROJECT TITLE: PIZZO SITE PLAN
ROUTE 300 & 207

SHEET TITLE: SITE PLAN

LICENSED PROFESSIONAL ENGINEER
PETER V. CUOMO
18321
STATE OF NEW YORK
SEAL

DATE: DEC. 90
DRAWN BY: R.S.
CHECKED BY: P.V.C.
SCALE: AS NOTED
PROJECT NO.: 96373

SP-1
SHEET 1 OF 1

APPROVAL BOX:

PLANNING BOARD CHAIRMAN